



Airworthiness Directive

AD No.: 2017-0146

Issued: 10 August 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK 117 D-2 helicopters

Effective Date: 24 August 2017

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual – Limitations Section – Amendment

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (formerly Eurocopter Deutschland GmbH)

Applicability:

MBB-BK 117 D-2 helicopters, all serial numbers.

Reason:

Two occurrences were reported of uncommanded helicopter climb/descent, following activation of autopilot cruise height (CRHT) mode concurrently with ground trajectory command in hover (GTCH) mode engaged.

This condition, if not detected and corrected, could lead to temporary loss of control of the helicopter, possibly resulting in damage to the helicopter and/or injury to occupants.

To address this unsafe condition, pending an autopilot software upgrade which will prevent further occurrences, Airbus Helicopters (AH) issued Rotorcraft Flight Manual (RFM) Temporary Revisions (TR) introducing a minimum airspeed limitation for the autopilot CRHT mode.

For the reason described above, this AD requires amendment of the MBB-BK 117 D2 RFM.

This AD is considered to be an interim action and further AD action may follow.



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

RFM Amendment:

- Within 30 days after the effective date of this AD, amend section 2.5.5.1 of the RFM, “Operating limitations of the autopilot”, by inserting a copy of Appendix 1 of this AD (or its text), or a copy of the RFM TR as identified in Table 1 of this AD, as applicable, inform all flight crews and, thereafter, operate the helicopter accordingly.

Table 1 – RFM Temporary Revision

MBB-BK 117 D-2 Configuration	RFM Temporary Revision
D-2 (basic)	TR No. 1, dated 28 March 2017
D-2m	TR No. 2, dated 28 March 2017
D-2 (Helionix Step 2)	TR No. 1, dated 28 March 2017
D-2m (Helionix Step 2)	TR No. 1, dated 28 March 2017

- Amending the limitations section of the RFM of a helicopter to incorporate a later RFM revision which includes the procedures detailed in Appendix 1 of this AD is acceptable to comply with the RFM amendment requirement of paragraph (1) of this AD.

Ref. Publications:

AH BK117 D-2, TR No. 1, dated 28 March 2017.

AH BK117 D-2m, TR No. 2, dated 28 March 2017.

AH BK117 D-2 (Helionix Step 2), TR No. 1, dated 28 March 2017.

AH BK117 D-2m (Helionix Step 2), TR No. 1, dated 28 March 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
- Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
- Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
- For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany



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Superseded



Appendix 1: RFM Amendment

AUTOPILOT LIMITATIONS

Operating limitations of the autopilot

Minimum airspeed

– Minimum airspeed with CRHT mode engaged 40 kt

Superseded

