

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2007-0189-E</p> <p>Date: 12 July 2007</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name :	Type/Model designation(s) :
EUROCOPTER DEUTSCHLAND	MBB-BK 117 C-2 helicopters
TCDS Number : EASA R.010	
Foreign AD : Not applicable	
Supersedure: This Emergency Airworthiness Directive (EAD) supersedes EASA EAD 2006-0379-E dated December 22, 2006.	
ATA 64	Tail Rotor System – Control Lever – Inspection/Replacement
Manufacturer(s):	Eurocopter Deutschland
Applicability:	Model MBB-BK 117C-2 helicopters, Serial Number (S/N) 9075 through 9122; and S/N 9004 through 9074 on which Service Bulletin MBB BK117 C-2-67-006 has already been accomplished.
Reason:	<p>EASA was informed by the manufacturer of an in-flight incident in which a dynamic weight broke off the control lever subsequently leading to considerable vibrations. A visual inspection revealed that the threaded bolt of the control lever had broken off. For this reason, the manufacturer issued the Alert Service Bulletin MBB BK117 C-2-64A-002 to introduce a corresponding visual inspection.</p> <p>EASA subsequently issued Emergency AD 2006-0379-E to require operators to accomplish the inspection. The aim of that EAD was to prevent separation of dynamic weights in flight, which can lead to severe vibration and reduced controllability of the helicopter.</p> <p>The present EAD retains the requirements of EAD 2006-0379-E, reduces the inspection interval and limits the s/n applicability, pending the approval of the terminating action. This is expected to result in the issuance of another airworthiness directive, mandating the replacement of the control lever with an improved part.</p>
Effective Date:	16 July 2007
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters that have not been inspected as required by EAD 2006-0379-E, before next flight after the effective date of this directive, visually</p>

	<p>inspect the control lever in accordance with section 3.A of the accomplishment instructions of EUROCOPTER DEUTSCHLAND Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 Revision 01 dated 9 July 2007;</p> <p>(2) For helicopters that have been inspected as required by EAD 2006-0379-E, within the next 8 flight hours (FH) or before accumulating 25 FH after the last inspection as required by EAD 2006-0379-E, whichever occurs first after the effective date of this directive, repeat the inspection as specified in paragraph (1) of this directive;</p> <p>(3) Thereafter, at intervals not to exceed 8 FH, repeat the inspection as specified in paragraph (1) of this directive;</p> <p>(4) If, during any of the inspections required by this directive, score marks, notching, scratching, cracks or similar damage is detected, before next flight, replace the affected control lever with an airworthy part.</p>
Ref. Publications:	Eurocopter Deutschland ASB No. MBB BK117 C-2-64A-002 Revision 01 dated 09 July 2007.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER Deutschland GmbH, Technical Support, 86607 Donauwörth, Germany; Tel +49-(0) 90671-4444, Fax +49-(0) 90671-4597