


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2009-0119</b></p> <p><b>Date: 04 June 2009</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Eurocopter Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>MBB-BK 117 C-2 helicopters</p>
TCDS Number :	EASA.R.010
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 65</b>	<b>Tail Rotor Drive – Tail Rotor (T/R) Drive Shaft – Inspection</b>
Manufacturer(s):	Eurocopter Deutschland GmbH, American Eurocopter LLC
Applicability:	Model MBB-BK 117 C-2 helicopters, all serial numbers
Reason:	<p>During a recent review of the Aircraft Maintenance Manual (AMM) for the Eurocopter Deutschland (ECD) MBB-BK 117 C-2 helicopter, it was discovered that this document erroneously allowed the replacement of the solid rivets on the long T/R drive shaft with blind rivets.</p> <p>All delivered helicopters had T/R drive shafts installed during production fitted with solid rivets. Based on this fact, only long T/R drive shafts that have been repaired in-service in accordance with the AMM may have blind rivets installed.</p> <p>This condition, if not corrected, could lead to a significant reduction of the lifetime of the long T/R drive shaft, potentially resulting in failure of the T/R drive shaft and consequent loss of control of the helicopter.</p> <p>For the reasons described above, this EASA AD requires a one-time inspection of all long T/R drive shafts to verify that correct (solid) rivets are installed and, if blind rivets are found, the replacement of the T/R drive shaft assembly. In addition, this AD prohibits any further application of the erroneous AMM (which will be revised by ECD) repair instructions for long T/R drive shafts.</p>
Effective Date:	18 June 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the next 100 flight hours (FH) after the effective date of this AD, inspect the long T/R drive shaft in accordance with the instructions of ECD Alert Service Bulletin (ASB) MBB BK117 C-2-65A-003.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, it is confirmed that no blind rivets are installed, no further action is required by this AD.</li> <li>(3) If, during the inspection as required by paragraph (1) of this AD, blind rivets are found to be installed on the long T/R drive shaft, within the next 100 FH after the inspection, replace the affected T/R drive shaft assembly with a serviceable unit in accordance with the instructions of ECD ASB MBB BK 117 C-2-65A-003.</li> <li>(4) From the effective date of this AD: <ol style="list-style-type: none"> <li>(4.1) Do not repair any long T/R drive shaft in accordance with the instructions of ECD MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.</li> <li>(4.2) Do not install on a helicopter any long T/R drive shaft that has been repaired in accordance with the instructions of ECD MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.</li> </ol>