


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0158-E</p> <p>Date: 16 July 2009</p> <p>Note: This Emergency 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 AD. 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>Type Approval Holder's Name : Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) : MBB-BK117 C-2 helicopter</p>
<p>TCDS Number : EASA.R.010</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2009-0123-E, dated 10 June 2009.</p>	
ATA 04	Airworthiness Limitations – Tail Rotor Intermediate Gear Box Bevel Gear – Inspection / Reduced Life Limit
<p>Manufacturer(s): Eurocopter Deutschland GmbH, American Eurocopter LLC</p>	
<p>Applicability: Model MBB-BK117 C-2 helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>During a recent review of the production documents for the bevel gears of the Intermediate Gear Box (IGB) for the Eurocopter Deutschland (ECD) MBB BK117 C-2 helicopter, it was discovered that certain production batch numbers have tooth foot fillets below the required minimum values that would ensure the approved life limits for this part.</p> <p>This condition, if not corrected, could lead to a significant reduction of the lifetime of IGB bevel gears, potentially resulting in failure of the IGB and consequent loss of control of the helicopter.</p> <p>For the above-mentioned reasons, this EASA AD requires a one-time inspection to determine if one of the affected bevel gears is installed, in which case the introduction of a revised life limit in the aircraft maintenance programme is required.</p> <p>This AD supersedes EASA AD 2009-0123-E, dated 10 June 2009, retaining the requirements of the superseded AD and identifying further affected bevel gear S/N.</p>

Effective Date:	20 July 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight, determine the serial number (S/N) of the bevel gear part number (P/N) 4639 310 065 installed in the IGB in accordance with the instructions of ECD ASB MBB BK117 C-2-04A-005 Revision 01. (2) If, as a result of the inspection required by paragraph (1) of this AD, no bevel gear with one of the S/N listed in Table 1 of ECD ASB MBB BK117 C-2-04A-005 Revision 01 is installed, no further action is required by this AD. (3) If, as a result of the inspection required by paragraph (1) of this AD, a bevel gear with one of the S/N listed in Table 1 of ECD ASB MBB BK117 C-2-04A-005 Revision 01 is installed, the associated reduced life limit must be entered into the list of life-limited parts and in the log card of the IGB in accordance with the instructions of ECD ASB MBB BK117 C-2-04A-005 Revision 01. (4) If the bevel gear reduced life limit has already been exceeded, only a ferry flight up to a maximum of 20 FH to a maintenance facility is allowed. Thereafter, before further flight the bevel gear must be replaced by a serviceable part in accordance with the instructions of ECD ASB MBB BK117 C-2-04A-005 Revision 01. <p>Note: Helicopters in compliance with AD 2009-0123-E might not be compliant with the present AD and need to be re-inspected due to the newly identified bevel gear SN.</p>
Ref. Publications:	<p>ECD ASB MBB BK117 C-2-04A-005 Revision 01, dated 22 June 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance 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 Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 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.