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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2010-0045 [2nd Correction: 30 March 2010]</p> <p>Date: 18 March 2010</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> | |
| Type Approval Holder's Name : | Type/Model designation(s) : |
| Eurocopter Deutschland GmbH | MBB-BK 117 C-2 helicopters |
| TCDS Number : EASA.R.010 | |
| Foreign AD : Not applicable | |
| Supersedure : None | |
| ATA 67 | Rotor Flight Controls – Upper Control Bellcrank Assembly – Modification / Inspection / Replacement |
| Manufacturer(s): Eurocopter Deutschland GmbH and American Eurocopter LLC | |
| Applicability: MBB-BK 117 C-2 helicopters, all serial numbers. | |
| Reason: | <p>During accomplishment of inspections on MBB BK117 C-2 helicopters, bellcrank bearings have been discovered which were incorrectly staked.</p> <p>This condition, if not detected and corrected, may cause the affected bellcrank to shift in the axial direction and cause chafing. Under unfavourable circumstances, this could lead to interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, possibly resulting in reduced control of the helicopter.</p> <p>For the reasons described above, this AD requires a check of the affected bearings for correct attachment, a modification to change the direction of the bolt connected to Bellcrank-Q, repetitive inspections of the affected components and replacement of damaged and corroded parts.</p> <p>This AD has been republished to correct the allowed deviation (up to 10%) of compliance time for the repetitive inspection as required by paragraph (2) of this AD. The flexibility provision was added to §§ (1) and (3) in error.</p> |
| Effective Date: | 01 April 2010 |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 100 flight hours (FH) or 1 month, whichever occurs first after the effective date of this AD, check the affected bearings for correct attachment and modify the affected bellcrank assemblies in accordance with the instructions of ECD ASB MBB BK117 C-2-67A-011 Revision 1. (2) After modification of a helicopter as required by paragraph (1) of this AD or after helicopter first flight, as applicable, at intervals not exceeding 300 FH (+10%), inspect the bellcrank levers in accordance with the instructions of ECD ASB MBB BK117 C-2-67A-011 Revision 1. (3) Installation on a helicopter of a spare bellcrank or bellcrank assembly that has been delivered prior to 17 February 2010: Within 100 FH after installation, but not before accumulating 50 FH after installation, accomplish a one-time inspection of the replacement part in accordance with the instructions of ECD ASB MBB BK117 C-2-67A-011 Revision 1. (4) If, during the check as required by paragraph (1) or during any inspection as required by paragraphs (2) or (3) of this AD, damaged or corroded parts are detected, before further flight, replace the affected part(s). (5) Installation of replacement parts as specified in paragraph (3) or as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD. |
| <p>Ref. Publications:</p> | <p>Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 Revision 1, dated 23 February 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> |
| <p>Remarks :</p> | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 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. |