


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0268-E</p> <p>Date: 21 December 2010</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 EAD 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>Type Approval Holder's Name :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>MBB-BK117 C-2 helicopters</p>
TCDS Number :	EASA.R.010
Foreign AD :	Not applicable
Supersedure :	None
ATA 24	Electrical Power – Starter/Generator Switch Off – Revised Flight Manual Procedure
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC
Applicability:	MBB-BK117 C-2 helicopters, all serial numbers
Reason:	<p>EASA have received reports that on some MBB-BK117 C-2 helicopters, a too high current flow was detected when one generator was deactivated (e.g. during the ENGINE POWER CHECK).</p> <p>This situation, if not detected and corrected, could lead to failure of the generator, likely resulting in loss of electrical power and inducing loss of systems that are necessary for safe flight.</p> <p>For the reasons described above, this AD requires the introduction of additional Rotorcraft Flight Manual (RFM) procedures, to include visual monitoring of the electrical power display GEN AMPS on the Vehicle and Engine Multifunction Display (VEMD) during switching of a generator.</p> <p>This AD is considered to be an interim measure, pending the development of a final solution that will prevent this particular mode of generator failure; further AD action cannot be excluded.</p>
Effective Date:	23 December 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Before next flight after the effective date of this AD, amend the applicable RFM by inserting the flight manual pages, included in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008, into the RFM, and inform the flight crews accordingly.</p>
<p>Ref. Publications:</p>	<p>ECD ASB MBB BK117 C-2-24A-008 dated 20 December 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 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 14 22 89 76, Facsimile: + 49 (0) 906 71-4111.