EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0270-E **Date: 21 December 2010** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Eurocopter Deutschland GmbH	MBB-BK117 C-2 helicopters

TCDS Number :	EASA.R.010
Foreign AD :	Not applicable
Supersedure :	None

ATA 22	**Auto Flight – Three-Axis-Autopilot Automatic Level-off Function – Revised Flight Manual Procedure**
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD) , American Eurocopter LLC
Applicability:	MBB-BK117 C-2 helicopters, all serial numbers, if equipped with a Three-Axis Autopilot System (Automatic Flight Control System – AFCS).
Reason:	EASA have received reports on an autopilot problem with MBB-BK 117 C-2 helicopters, concerning the automatic level-off function, which is normally only triggered upon ground proximity detection. Further investigation revealed that, depending on the ground elevation profile and the altitude flown above ground, the automatic level-off may erroneously be triggered when radar altitude falls below 2 500 feet. When this occurs, the ALT mode reference is wrongly set to either a meaningless high value or to a low value equivalent to 65 feet above ground. The most critical case has been identified as the "ALT.A" mode. The pilot is expecting a levelling off of the helicopter at the pre-selected ALT.A reference altitude, but the helicopter may descend unexpectedly to a much lower altitude and therefore closer to the ground. This condition, if not detected and corrected, could lead to a descent below the minimum safety altitude. For the reasons described above, this AD requires operators to amend the applicable Rotorcraft Flight Manual (RFM) Supplement and to inform the flight crews accordingly.
Effective Date:	23 December 2010

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Before the next flight under IFR conditions, amend RFM Supplement 9.2-1 for Automatic Flight Control System with the flight manual pages included in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 and inform the flight crews accordingly.
Ref. Publications:	ECD ASB MBB BK117 C-2-22A-012 dated 20 December 2010. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	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 questions 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.