

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0162 Date: 30 August 2011 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
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].	
Type Approval Holder's Name : Eurocopter Deutschland GmbH	Type/Model designation(s) : MBB-BK117 C-2 helicopters
TCDS Number:	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2010-0268-E dated 21 December 2010.
ATA 24	Electrical Power – Generator Relay After Junction Box – Modification
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC
Applicability:	MBB-BK117 C-2 helicopters, serial numbers 9004 to 9500 inclusive.
Reason:	In 2010, EASA 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). 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. To address this unsafe condition, EASA issued Emergency AD 2010-0268-E to require 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. Since that AD was issued, ECD developed a modification to prevent the possibility of too high current flow when a generator is deactivated, and updated the RFM procedures accordingly. These have been published in Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 Revision 1 and RFM Temporary Revision (TR) 11, respectively. For the reasons described above, this AD requires the RFM changes introduced by AD 2010-0268-E to be removed and replaced with those introduced by ECD MBB BK117 C-2 RFM TR 11. In addition, this AD requires modification of the Generator Relay After Junction Box by removing two specific diodes.
Effective Date:	06 September 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after 23 December 2010 [the effective date of EASA AD 2010-0268-E], amend the applicable RFM by inserting the flight manual pages, included in ECD ASB MBB BK117 C-2-24A-008 at original issue, into the RFM, and inform the flight crews accordingly. (2) Within 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, amend the applicable RFM by removing the flight manual pages that were introduced as required by paragraph (1) of this AD from the RFM, and inserting the flight manual pages, included in ECD MBB BK117 C-2 RFM TR 11, into the RFM, and inform the flight crews accordingly. (3) Within 4 months after the effective date of this AD, modify the helicopter in accordance with the instructions of ECD ASB MBB BK117 C-2-24A-008 Revision 1. (4) From the effective date of this AD, do not install an After Junction Box on any helicopter, unless the After Junction Box has been modified in accordance with the instructions of ECD ASB MBB BK117 C-2-24A-008 Revision 1.
Ref. Publications:	ECD ASB MBB BK117 C-2-24A-008 Revision 1 dated 29 August 2011. ECD MBB BK117 C-2 RFM TR 11 dated 09 August 2011. The use of later approved revisions of these documents 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 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 Safety Information Section, Executive 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.