


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0196</b></p> <p><b>Date: 25 September 2012</b></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 748/2012, Part 21.A.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>	
<b>Design Approval Holder's Name:</b> Eurocopter Deutschland GmbH	<b>Type/Model designation(s):</b> MBB-BK 117 helicopters
<b>TCDS Number:</b>	EASA.R.010
<b>Foreign AD:</b>	Not applicable
<b>Supersedure:</b>	This AD supersedes LBA Germany AD (LTA) 1999-284/2 dated 01 September 1999.
<b>ATA 04</b>	<b>Time Limits and Maintenance Checks – Airworthiness Limitation Items – Amendment</b>
<b>Manufacturer(s):</b>	Eurocopter Deutschland GmbH (ECD), Messerschmitt-Bölkow-Blohm GmbH, Eurocopter Hubschrauber GmbH.
<b>Applicability:</b>	MBB-BK 117 A-1, A-3, A-4, B-1, B-2 and C-1 helicopters, all serial numbers.
<b>Reason:</b>	<p>In July 1999, a main rotor blade separation resulted in loss of the affected MBB-BK 117 helicopter. The cause of the blade separation was a tension-torsion strap rupture in the main rotor head. Prompted by this occurrence, LBA Germany issued AD (LTA) 1999-284, later revised to 1999-284/2, to require a one-time inspection and implementation of a service life for the affected tension-torsion straps on all MBB-BK 117 helicopters.</p> <p>Since that AD was issued, the results of fatigue life evaluations for parts of the main rotor head, and furthermore also the drive system and restraint belts were reviewed. ECD revised, respectively introduced, the related life limits and/or inspection intervals for all these reviewed components and their constituent parts. These airworthiness limitations are published in the MBB-BK117 Aircraft Maintenance Manual (AMM), Appendix A15, which are approved by EASA.</p> <p>Revision 40 (for Models MBB-BK 117 A-1 A-3, A-4, B-1 and B-2) and Revision 23 (for Model MBB-BK 117 C-1) of Appendix A15 of the MBB-BK117 AMM introduce new airworthiness limitations. Failure to comply with the instructions contained in these documents could result in an unsafe condition.</p> <p>For the reasons described above, this AD supersedes LBA Germany AD (LTA) 1999-284/2, and requires the implementation of the new or more restrictive airworthiness limitations as specified in ECD AMM MBB-BK117 Appendix A15</p>

	at Revision 23 or Revision 40, as applicable to the helicopter model.
Effective Date:	09 October 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) After the effective date of this AD, in accordance with ECD MBB-BK117 AMM Appendix A15 Revision 40 (for Models MBB-BK 117 A-1 A-3, A-4, B-1 and B-2) or Revision 23 (for Model MBB-BK 117 C-1), as applicable to the helicopter Model, replace each component before or upon reaching the applicable life limit as specified in the applicable ECD document.</li> <li>(2) Compliance with the requirements of paragraph (1) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(2.1) Revising as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane:  Incorporate all airworthiness limitations specified in the ECD MBB-BK117 AMM Appendix A15 at Revision 40 or Revision 23, as applicable to the helicopter model,  and</li> <li>(2.2) Complying with the approved AMP described in paragraph (2.1) of this AD.</li> </ol> </li> </ol> <p>Note: ECD has published Alert Service Bulletin (ASB) MBB-BK117-10-120 Revision 3, which contains additional information on the subject addressed by this AD.</p>
Ref. Publications:	<p>ECD ASB MBB-BK117-10-120 Revision 3 dated 29 August 2012.</p> <p>MBB-BK 117 A-1 through B-2: ECD AMM MBB-BK117 Appendix A15 Rev. 40.</p> <p>MBB-BK 117 C-1: ECD AMM MBB-BK117 Appendix A15 Rev. 23.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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, Fax: + 49 (0)906-71 4111.</li> </ol>