

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0154 Date: 22 July 2013 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 AD is issued in accordance with EU 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].	
Design Approval Holder's Name: EUROCOPTER DEUTSCHLAND GmbH	Type/Model designation(s): MBB-BK117 helicopters
TCDS Number:	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None
ATA 76	Engine Controls – N2 Control Arm – Inspection / Modification
Manufacturer(s):	Eurocopter Deutschland GmbH (formerly Messerschmitt-Bölkow-Blohm GmbH, Eurocopter Hubschrauber GmbH), American Eurocopter LLC
Applicability:	MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1 and C-2 helicopters, all serial numbers.
Reason:	In a recent incident on a MBB-BK117 C-2 helicopter, the aircrew noticed a drop of the rotor speed / RPM within the green range, which could not be re-adjusted back to the nominal value. An inspection of the engine N2 control system revealed a heavily corroded and broken N2 control arm. This broken control arm was responsible for the loss of the engine droop compensation. Further analysis revealed that, under unfavourable circumstances and depending on flight condition and power demand, a broken control arm can cause a significant and non-recoverable drop in rotor RPM. This condition, if not detected and corrected, could lead to a loss of control of the helicopter. To address this potential unsafe condition, Eurocopter (ECD) issued Alert Service Bulletin (ASB) MBB-BK117-60A-126 for MBB-BK117 model A-1, A-3, A-4, B-1, B-2, and C-1 helicopters, and ASB MBB-BK117 C-2-76A-005 for model C-2 helicopters, providing instructions for an initial inspection, followed by repetitive inspections, of the N2 control arm.
Effective Date:	05 August 2013

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time as identified in Table 1 of this AD and, thereafter, at intervals not to exceed 12 months, inspect the N2 control arm for corrosion in accordance with the instructions of ECD ASB MBB-BK117 C-2-76A-005 or ASB MBB-BK117-60A-126, as applicable to helicopter Model. Table 1 <table border="1" data-bbox="563 416 1461 683"> <tr> <th>Date of Helicopter First Flight</th><th>Compliance time</th></tr> <tr> <td>More than 2 years before the effective date of this AD</td><td>Within 4 weeks after the effective date of this AD</td></tr> <tr> <td>Less than 2 years before the effective date of this AD</td><td>Before reaching 2 years after the date of first flight, or within 12 months after the effective date of this AD, whichever occurs first</td></tr> </table> Note: A non-cumulative tolerance of 3 months can be applied for the initial inspection on helicopters with less than 2 years from the date of first flight and for the repetitive inspections required by paragraph (1) of this AD . (2) If, during any inspection as required by paragraph (1) of this AD, a part shows suspected exfoliation corrosion, before next flight, replace the part with a serviceable part. (3) If, during any inspection as required by paragraph (1) of this AD, damage, corrosion and/or scratches of 0.5 mm or more are found, before next flight, replace the affected part with a serviceable part. (4) If, during any inspection as required by paragraph (1) of this AD, damage, corrosion and/or scratches of less than 0.5 mm are found, before next flight, accomplish corrective action in accordance with the instructions of ECD ASB MBB-BK117 C-2-76A-005 or ECD ASB MBB-BK117-60A-126, as applicable to helicopter Model. (5) Replacement of affected parts with serviceable parts as required by paragraphs (2) and (3) of this AD or corrective action as required by paragraph (4) of this AD do not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD. (6) After the initial inspection as required by paragraph (1) of the AD has been accomplished, compliance with the requirements of this AD can be demonstrated by (6.1) 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 the repetitive 12-months inspection of the N2 control arm specified in the Aircraft Maintenance Manual (AMM) MBB-BK117 C-2 Revision 14 or AMM MBB-BK117 A-B Revision 43 / AMM MBB-BK117 C-1 Revision 26, as applicable to helicopter Model, and (6.2) Complying with the approved AMP described in paragraph (6.1) of this AD	Date of Helicopter First Flight	Compliance time	More than 2 years before the effective date of this AD	Within 4 weeks after the effective date of this AD	Less than 2 years before the effective date of this AD	Before reaching 2 years after the date of first flight, or within 12 months after the effective date of this AD, whichever occurs first
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Ref. Publications:	ECD ASB MBB-BK117 C-2-76A-005, original issue dated 24 June 2013. ECD ASB MBB-BK117-60A-126, original issue dated 24 June 2013. 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. 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. 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, Germany Telephone: + 49 (0)151 1422 8976, Fax: + 49 (0)906 71 4111.
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