

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0182 Date: 12 August 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 C-2 helicopters
TCDS Number:	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None
ATA 67	Rotor Flight Controls – Lateral and Longitudinal Trim Actuator – Inspection
Manufacturer(s):	Eurocopter Deutschland GmbH (formerly Messerschmitt-Bölkow-Blohm GmbH, Eurocopter Hubschrauber GmbH), American Eurocopter LLC
Applicability:	MBB-BK117 C-2, helicopters, all serial numbers, with at least one of the following Duplex Trim Actuator Part Numbers (P/N) installed: Duplex Trim Actuator lateral P/N 418-00878-050 or P/N 418-00878-051, and/or Duplex Trim Actuator longitudinal P/N 418-00878-000 or P/N 418-00878-001.
Reason:	Recent analysis has shown that, under unfavourable circumstances, a total loss of the attachment screw of the trim actuator output lever could lead to a restriction of the lateral or longitudinal control range. When the attachment screw is completely lost, the output lever is not secured anymore and can move in axial direction. This condition, if not detected, could cause the bolt, connecting the control rod to the output lever, to make contact with the actuator housing, possibly resulting in reduced control of the helicopter. To address this potential unsafe condition, Eurocopter Deutschland (ECD) issued Alert Service Bulletin (ASB) MBB-BK117 C-2-67A-020 providing instructions for the inspection of the lateral and longitudinal trim actuator output levers. For the reasons described above, this AD requires an initial torque check of the attachment screw of the trim actuator output lever and the application of a torque marking, as well as repetitive inspections thereafter. This AD is considered as an interim solution, pending introduction of a terminating modification.

Effective Date:	26 August 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 300 flight hours (FH) after the effective date of this AD, check the affected lateral and longitudinal trim actuator output levers for correct attachment and apply a torque marking in accordance with the instructions of ECD ASB MBB-BK117 C-2-67A-20. (2) Within 400 FH after the check as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 400 FH, inspect the lateral and longitudinal trim actuator output levers for correct attachment in accordance with the instructions of ECD ASB MBB-BK117 C-2-67A-20. Note: A non-cumulative tolerance of 40 FH may be applied to the inspection interval specified in paragraph (2) of this AD. (3) If, during any inspection as required by paragraph (2) of this AD, any screw attachment shows relative motion, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of ECD ASB MBB-BK117 C-2-67A-20. (4) From the effective date of this AD, it is allowed to install on a helicopter any replacement part, provided it has passed the initial check and has been marked in accordance with the instructions of ECD ASB MBB-BK117 C-2-67A-20.
Ref. Publications:	ECD ASB MBB-BK117 C-2-67A-20, original issue, dated 18 June 2013. 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. This AD was posted on 03 July 2013 as PAD 13-092 for consultation until 31 July 2013. No comments were received during the consultation period. 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.