


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-100</p> <p>Date: 23 September 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>MBB-BK 117 C-2 helicopters</p>
<p>TCDS Number : EASA.R.010</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 67	Rotor Flight Controls – Main Rotor Controls Power Boosted Section – Inspection / Rigging
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC
Applicability:	MBB-BK 117 C-2 helicopters, all serial numbers.
Reason:	<p>During rigging of the main rotor controls of a MBB-BK117 C-2 helicopter, it was discovered that the piston of the longitudinal main rotor actuator had moved after shut-down of the external pump drive.</p> <p>This condition, if not detected and corrected, could lead to incorrect rigging results, which might impair the freedom of movement of the upper controls, possibly resulting in reduced control of the helicopter.</p> <p>To address this potentially unsafe condition, ECD has developed an improved rigging procedure which will be incorporated into a next revision of the MBB-BK117 C-2 Aircraft Maintenance Manual (AMM).</p> <p>For the reasons stated above, this AD requires a one-time inspection to verify that the main rotor controls power boosted section is properly rigged and, depending on findings, the necessary corrective actions. This AD also requires the implementation of the improved rigging procedure as specified in Temporary Revision (TR) 12b of the MBB-BK117 C-2 AMM.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 300 flight hours (+10 %) or 12 months, whichever occurs first after the effective date of this AD, inspect the rigging of the power boosted section of the main rotor controls in accordance with the instructions of ECD Alert Service Bulletin (ASB) MBB BK117 C-2-67A-012. (2) If, during the inspection as required by paragraph (1) of this AD, improper rigging is detected, before next flight, correct the rigging in accordance with the instructions contained in TR 12b of the MBB-BK117 C-2 AMM. (3) From the effective date of this AD, any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be carried out in accordance with the instructions of TR 12b of the MBB-BK117 C-2 AMM. (4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated helicopter: <p>Incorporate the rigging instructions contained in ECD TR 12b of the MBB BK117 C-2 AMM.</p> <p>and</p> (4.2) Complying with the approved aircraft maintenance programme described in paragraph 0 of this AD.
<p>Ref. Publications:</p>	<p>ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010.</p> <p>ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 21 October 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.