


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-100R1</b></p> <p><b>Date: 09 November 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>Eurocopter Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></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>	
<b>ATA 67</b>	<b>Rotor Flight Controls – Main Rotor Controls Power Boosted Section – Inspection / Rigging</b>
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 the implementation of temporary changes to the Rotorcraft Flight Manual (RFM), 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. After the inspection and, if necessary, corrective action, the RFM changes can be removed. 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>

	This proposed AD has been revised to include additional requirements in the form of temporary amendments of the RFM.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, introduce temporary amendments into the RFM by incorporating the information of Appendix 1 of this AD into section 5.1.9 "Performance" of the RFM, and by incorporating the information of Appendix 2 of this AD into RFM Supplement 9.2-11 "External Hoist System", as applicable to the helicopter. These actions can be accomplished by inserting a copy of Appendix 1 and Appendix 2 of this AD into the RFM (Supplement).</li> <li>(2) 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.</li> <li>(3) If, during the inspection as required by paragraph (2) 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.</li> <li>(4) After accomplishment of the inspection as required by paragraph (2) of this AD and, if applicable, corrective action as required by paragraph (3) of this AD, the RFM changes as required by paragraph (1) of this AD can be removed from the helicopter.</li> <li>(5) 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.</li> <li>(6) Compliance with the requirements of paragraph (5) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(6.1) 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> </li> <li>(6.2) Complying with the approved aircraft maintenance programme described in paragraph (6.1) of this AD.</li> </ol> </li> </ol>
Ref. Publications:	<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>
Remarks :	<ol style="list-style-type: none"> <li>1. This revised Proposed AD will be closed for consultation on 23 November 2010.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification</li> </ol>

	<p>Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>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.</p>
--	--

## APPENDIX 1

The following information must be added to the RFM, Section 5.1.9:

For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the right-rear side, where 20 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.

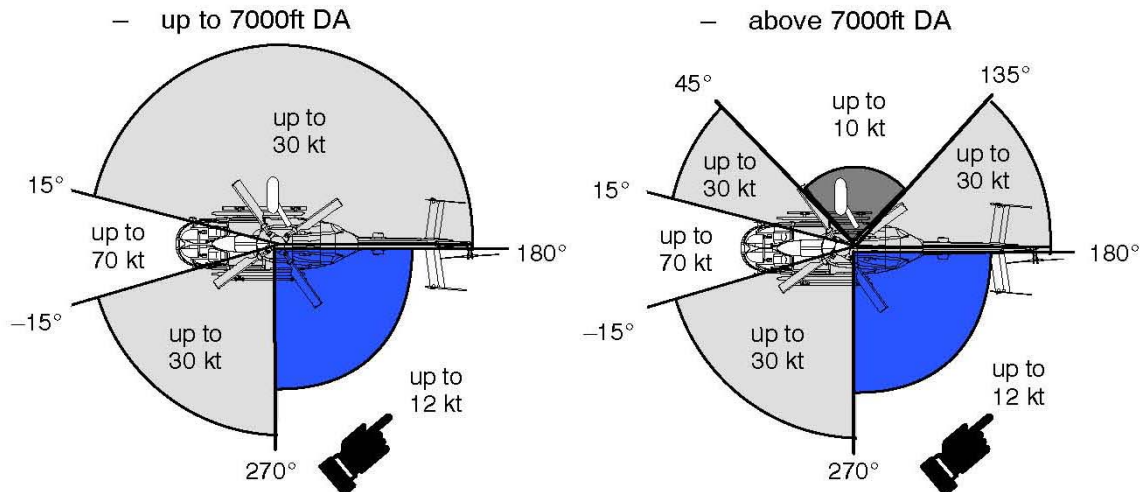
For hover out of ground effect in density altitudes above 7000ft, controllability has also been demonstrated for winds up to 30 kts, except for winds from the right to the right-rear side, where 17 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.

## APPENDIX 2

The following information must be added to RFM Supplement 9.2-11:

Hoist operations have been demonstrated under the following conditions:

**EFFECTIVITY** *External Hoist System (RH) installed.*



**EFFECTIVITY** *External Hoist System (LH) installed.*

