


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0149R1</b></p> <p><b>Date: 23 September 2011</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 1702/2003, Part 21A.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>	
<p><b>Type Approval Holder's Name :</b></p> <p>Eurocopter Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>MBB-BK117 C-2 helicopters</p>
TCDS Number :	EASA.R.010
Foreign AD :	not applicable
Revision:	This AD revises EASA AD 2011-0149 dated 05 August 2011.
<b>ATA 24</b>	<b>Electrical Power – Generator Control Unit – Identification / Replacement</b>
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC
Applicability:	MBB-BK117 C-2 helicopters, all serial numbers.
Reason:	<p>During an acceptance test procedure of a generator control unit (GCU), a short circuit occurred within the unit.</p> <p>The results of the subsequent investigation determined that a manufacturing discrepancy was the cause of this internal short circuit. All Part Number (P/N) P/N 51530-021EI "no MOD", "MOD A" and "MOD B" GCU's are potentially affected by this discrepancy.</p> <p>This condition, if not corrected, can lead to the loss of electrical generating power, possibly resulting in loss of relevant systems that are necessary for a safe continuation of the flight.</p> <p>To address this potential unsafe condition, EASA issued AD 2011-0149 to require the identification of each affected GCU and replacement with a serviceable unit.</p> <p>Since that AD was issued, ECD has demonstrated that, for helicopters that have already been modified in accordance with ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 Revision 1, as required by § (3) of EASA AD 2011-0162, the risk of losing electrical generating power as addressed by this AD is much lower.</p> <p>For the reasons described above, this AD is revised, allowing an extended compliance time for the replacement of the affected GCU for helicopters that have already been modified in accordance with ECD ASB MBB BK117 C-2-24A-008 Revision 1.</p>

Effective Date:	Revision 1: 30 September 2011 Original issue: 19 August 2011						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters that have not yet been modified in accordance with ECD ASB MBB BK117 C-2-24A-008 Revision 1, within 300 flight hours (FH) or 6 months, whichever occurs first after 19 August 2011 [the effective date of the original issue of this AD], accomplish the following actions in accordance with the instructions of ECD ASB MBB-BK117 C-2-24A-010:</p> <p>(1.1) Identify the P/N and modification status of each GCU installed on the helicopter, and</p> <p>(1.2) If a GCU, identified as required by paragraph (1.1) of this AD, is listed in Table 1 of this AD, replace that GCU with a serviceable unit.</p> <p style="text-align: center;">Table 1 – Affected GCU</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <th>Part Number</th><th>Mod. Status</th></tr> <tr> <td rowspan="3">P/N 51530-021EI</td><td>"no MOD"</td></tr> <tr> <td>"MOD A"</td></tr> <tr> <td>"MOD B"</td></tr> </table> <p>(2) From 19 August 2011 [the effective date of the original issue of this AD], do not install on any helicopter a GCU which is listed in Table 1 of this AD.</p> <p>(3) For helicopters that have already been modified in accordance with ECD ASB MBB BK117 C-2-24A-008 Revision 1, accomplish the actions as specified in paragraphs (1.1) and (1.2) of this AD within 1 500 FH or 16 calendar months, whichever occurs first after 19 August 2011 [the effective date of the original issue of this AD], in accordance with the instructions of ECD ASB MBB-BK117 C-2-24A-010.</p>	Part Number	Mod. Status	P/N 51530-021EI	"no MOD"	"MOD A"	"MOD B"
Part Number	Mod. Status						
P/N 51530-021EI	"no MOD"						
	"MOD A"						
	"MOD B"						
Ref. Publications:	<p>ECD ASB MBB BK117 C-2-24A-008 Revision 1 dated 29 August 2011.</p> <p>ECD ASB MBB-BK117 C-2-24A-010 Revision 1 dated 01 July 2011, and Revision 2 dated 14 September 2011.</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>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>The original issue of this AD was posted on 06 June 2011 as PAD 11-058 for consultation until 04 July 2011 and republished on 12 July 2011 as PAD 11-058R1 for extended consultation until 26 July 2011. No comments were received during the consultation period.</li> <li>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>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; Facsimile: + 49 (0)906-71 4111.</li> </ol>						