


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0208</p> <p>Date: 24 October 2011</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>Type Approval Holder's Name :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>MBB-BK117 C-2 helicopters</p>
<p>TCDS Number : EASA.R.010</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 24	Electrical Power – Generator Control Unit – Identification / Replacement
<p>Manufacturer(s): Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC</p>	
<p>Applicability: MBB-BK117 C-2 helicopters, all serial numbers</p>	
<p>Reason:</p> <p>On one helicopter, a break occurred in the wire terminal attached at terminal E of the starter/generator. As a result, the grounding connection to the generator control unit, Part Number (P/N) 51530-001EI, needed for voltage control, was interrupted. As a consequence, an overvoltage occurred in the electrical power system, causing damage to several items of electronic equipment.</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>For the reasons described above, this AD requires the identification and replacement of each affected generator control unit (GCU) with a serviceable unit, the introduction of revised flight manual procedures and additional maintenance actions until the replacement of the affected units.</p>	
<p>Effective Date: 07 November 2011</p>	

<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 50 flight hours after the effective date of this AD, accomplish the following actions concurrently: <ol style="list-style-type: none"> (1.1) Identify whether a P/N 51530-001EI GCU is installed on the helicopter and if so, (1.2) Revise the Basic Flight Manual MBB BK117 C-2 to Revision 15 or higher, and (1.3) Visually inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator, in accordance with the instructions of Section 3.E of ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-006. (2) Thereafter, each time the starter/generator is removed and/or the wiring is disconnected from the starter/generator, inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator, in accordance with the instructions of Section 3.E of ECD ASB MBB-BK117 C-2-24A-006. (3) If, during any inspection as required by paragraphs (1.3) or (2) of this AD, damage is found or suspected to be present, before next flight, replace the wire terminal in accordance with the instructions of Section 3.F of ECD ASB MBB-BK117 C-2-24A-006. Replacement of the wire terminal does not constitute terminating action for the repetitive inspections required by this paragraph. (4) If a GCU P/N 51530-001EI, identified as required by paragraph (1.1) of this AD, is installed, within 15 months after the effective date of this AD, replace that GCU with a GCU P/N 51530-021EI "MOD C" or higher. (5) After modification of a helicopter as required by paragraph (4) of this AD, do not install a GCU P/N 51530-001EI on that helicopter. (6) Installation of a GCU P/N 51530-021EI "MOD C" or higher on a helicopter, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD.
<p>Ref. Publications:</p>	<p>ECD ASB MBB-BK117 C-2-24A-006 Rev. 3 dated 06 July 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 06 September 2011 as PAD 11-097 for consultation until 04 October 2011. 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, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.