Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

21 December 2017

Notes: 1. This AD schedule is applicable to the following aircraft manufactured by Airbus Helicopters Deutschland GmbH:

Helicopter Model:	EASA Type Certificate Number:
MBB-BK 117 A-1	R.010 (formerly LBA TC No. 3049).
MBB-BK 117 A-3	R.010 (formerly LBA TC No. 3049).
MBB-BK 117 A-4	R.010 (formerly LBA TC No. 3049).
MBB-BK 117 B-1	R.010 (formerly LBA TC No. 3049).
MBB-BK 117 B-2	R.010 (formerly LBA TC No. 3049).
MBB-BK 117 C-1	R.010 (formerly LBA TC No. 3049).
MBB-BK117 C-2 helicopters (marketed under the EC145 designation)	R.010 (formerly LBA TC No. 3049).
MBB-BK117 D-2 helicopters (marketed under the EC145 T2 designation)	R.010 (formerly LBA TC No. 3049).

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the EASA web site at http://ad.easa.europa.eu/
3. This AD Schedule includes Federal Aviation Administration (FAA) ADs mandated by EASA.
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk. *

Contents

DCA/MBB117/1 Cargo Hook - Modification 4
DCA/MBB117/2 Main Transmission Assembly – Inspection 4
DCA/MBB117/3 Cancelled by LBA AD 1986-001/2 4
DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework 4
DCA/MBB117/5 Fire Extinguishing System – Inspection 5
DCA/MBB117/6 Main Rotor Blade Bolts – Inspection 5
DCA/MBB117/7 Electrostatic Dischargers & Electrical Bonding – Inspection 5
DCA/MBB117/8 Fuel System – Inspection 6
DCA/MBB117/9 Cancelled – EASA AD 2017-0193 refers 6
DCA/MBB117/10 Main Transmission – Life Limitation 6
DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers 6
DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification 6
DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers 6
DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers 7
DCA/MBB117/15 Fire Protection System – Rework 7

DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection 7
DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment 8
DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers 8
DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment 8
DCA/MBB117/20 Cancelled – DCA/MBB117/21 refers 8
DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers 8
DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection 9
DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection 9
DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers 10
DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection 10
DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification 10
DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers 11
DCA/MBB117/28 Main Rotor Controls – Inspection 11
DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers 12
DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment 12
DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection 12
DCA/MBB117/32A Generator Control Unit – Inspection 13
DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification 14
DCA/MBB117/34 Instrument Lighting in NVG Mode – AFM Amendment and Modification 14
DCA/MBB117/35 Generator Control Unit – Inspection 15
DCA/MBB117/36 Tail Rotor Pitch Links – Inspection 15
DCA/MBB117/37 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue 16
DCA/MBB117/38 Vertical Fin – Inspection 16
DCA/MBB117/39 Main Rotor System – Inspection 17
DCA/MBB117/40 Tail Rotor – Inspection 17
DCA/MBB117/41 Main Rotor Blades – Inspection 17
DCA/MBB117/42 External Rescue Hoist – Deactivation and Modification 18
DCA/MBB117/43 Cancelled – EASA AD 2013-0159 refers 18
From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below. 19
2012-0196 Cancelled – EASA AD 2013-0135 refers 19
2012-0216 Autopilot – Dispatch Restriction 19
2012-0263 Cancelled – EASA AD 2013-0189 refers 19
2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment 19
2013-0154 N2 Control Arm – Inspection and Modification 19
2013-0159 Cancelled – EASA AD 2017-0174 refers 19
2013-0176 Flight System Actuators – Inspection 19
2013-0182 Lateral and Longitudinal Trim Actuator – Inspection 19
2013-0189 Flight Control Display System Wire Harness - Modification 19
2014-0046-E Cancelled – EASA AD 2014-0057 refers 20
2014-0057 Cancelled – EASA AD 2015-0019R1 refers 20
2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment 20
2014-0180R1 Cancelled – EASA AD 2015-0166 refers 20
2014-0188R4 Emergency Flotation System – AFM Supplement 20
2014-0211 Hoist Control Pendant Wiring Harness – Inspection 20
2015-0019R1 External Rescue Hoist System – Inspection 20
2015-0044 Electrical Terminals – Inspection 20
2015-0045 Cancelled – EASA AD 2016-0002 refers 20
2015-0098 Starter-generator/Voltage Regulator Grounding – Inspection 20
2015-0144 Collective Lever Wiring Harness – Inspection 21
2015-0163R1 Doors Jettison System - Removal 21
2015-0166 Cancelled – EASA AD 2016-0060 refers 21

2015-0198	Engine Mount Bushings – Inspection	21
2015-0210R2	Cancelled – EASA AD 2017-0047 refers	21
2016-0001	Air Conditioning Air Inlet Cover Ring – Inspection	21
2016-0002	Main Rotor Blade Vibration Absorber – Inspection	21
2016-0060	Cancelled – EASA AD 2016-0142 refers	21
2016-0134	Tail Rotor Gearbox Housing - Inspection	21
2016-0142	Swashplate Assembly - Inspection	21
2017-0026	Overhead Panel Shock Mounts - Inspection	22
2017-0037	Rotor Mast Nut and Helical Gear Support - Inspection	22
2017-0038	Cable Cut Flip Guard - Inspection	22
2017-0047	Module Plate Assembly - Inspection	22
2010-0058R1	Tail Rotor, Cyclic and Collective Control Levers – Inspection	22
2017-0094	Trim Actuators – Inspection	22
2017-0146	Autopilot Operation – AFM Amendment	22
2017-0174	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment	22
2017-0177	Outboard Load System – Inspection	22
2017-0193	Main Rotor Mast – Inspection	22
* 2017-0238	Aircraft Flight Manual (AFM) – Amendment	23

DCA/MBB117/1 Cargo Hook - Modification

Applicability: All model MBB-BK117 aircraft fitted with a cargo hook release mechanism P/N S1609-1-117A.

Requirement: To prevent inadvertent release of the cargo hook load under certain flight conditions accomplish the instructions in MBB Helicopters Service Bulletin No. SB-MBB-BK117-80-4, revision 1, dated 27 November 1984.

(LBA AD 1984-177/2 refers)

Compliance: Before further use of the cargo hook, or by 26 July 2007 whichever is the later, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/2 Main Transmission Assembly – Inspection

Applicability: All model MBB-BK117 aircraft fitted with main transmission assembly P/N 117-12005-01.

Requirement: To prevent the free wheel unit from being damaged due to the possibility of locating pin P/N 117-12037-01 being incorrectly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-2, dated 15 July 1985.

(LBA AD 1985-208 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/3 Cancelled by LBA AD 1986-001/2

Effective Date: 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

Applicability: All model MBB-BK117 aircraft, S/N all through 7121.

Requirement: To prevent failure of the tail rotor gearbox attachment screws due to the possibility of suspect screws being fitted, replace the two screws with bolts per the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-4, dated 27 March 1986.

(LBA AD 1986-149 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/5 Fire Extinguishing System – Inspection

Applicability: All model MBB-BK117 aircraft fitted with a fire extinguishing system P/N 117-75201-01.

Requirement: To prevent failure of the fire extinguishing system due to the possibility of the ball rod retainer fitted to the check tee valve P/N 35200100 not being correctly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-70-100, dated 11 August 1986.

(LBA AD 1986-190 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/6 Main Rotor Blade Bolts – Inspection

Applicability: All model MBB-BK117 aircraft.

Requirement: To prevent failure of the main rotor blade secondary attachment bolts due to the possibility of cracks at the junction of the bolt head and the shank, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-101, revision 1, dated 26 May 1987, or later approved revisions.

(LBA AD 1987-106/2 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/7 Electrostatic Dischargers & Electrical Bonding – Inspection

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To improve the discharge of electrostatic energy between numerous aircraft components and to also ensure that the aircraft landing gear is correctly bonded, accomplish the following:

1. Install and/or rework electrostatic dischargers and electrical bonding per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-105, dated 23 May 1990, or later approved revisions.

2. Replace or rework bonding jumpers per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-104, dated 11 August 1989, or later approved revisions.

(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/8 Fuel System – Inspection

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To prevent loss of fuel supply to the aircraft engine due to the possibility of the fuel vents being completely or partially blocked which may result in engine failure, and also to prevent the risk of flammable fuel/air mixture developing in the fuel vent system due to warm fuel flowing through the fuel return line into the fuel vent system, accomplish the following:

1. Inspect and clear the fuel vent holes per the instructions in paragraph 2 of MBB Helicopters Service Bulletin No. SB-MBB-BK117-60-108, dated 22 December 1989.

2. Remove the fuel return lines per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-60-107, dated 12 December 1989.

(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/9Cancelled – EASA AD 2017-0193 refers

Effective Date: 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7250 and 7500 through to 7509.

Requirement: To prevent failure of the bevel gear P/N 117-12215-01 the life limit has been changed to 18500 hours TIS.

Accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-113, revision 1, dated 17 December 1997.

(LBA AD 1997-350 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers

Effective Date: 9 October 2012

DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7253 and 7500 through to 7523.

Note: For aircraft S/N 7001 through to 7201 the accomplishment of ASB-MBB-BK 117-20-104 is required prior to the accomplishment of this AD.

Requirement: To prevent the transmission and engine cowlings doors opening during flight, accomplish the instructions in paragraph 2 of Eurocopter Service Bulletin No. SB-MBB-BK117-20-109, revision 2, dated 30 April 1999.

(LBA AD 1999-302 refers)

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers

Effective Date: 24 April 2008

DCA/MBB117/14 **Cancelled – DCA/MBB117/16 refers**

Effective Date: 14 September 2007

DCA/MBB117/15 **Fire Protection System – Rework**

Applicability: Model MBB-BK 117C-2 aircraft, S/N 9004 through to 9104, 9106, 9107 and 9111, fitted with fire extinguishing system B262K1002-801, B262K1003-801 or B262K1004-801.

Requirement: To prevent inadvertant operation of the fire protection system due to the possibility of injection tubes becoming disconnected, replace the affected clamps in accordance with the instructions in Eurocopter Deutschland Alert Service Bulletin No. MBB BK117 C-2-26A-001 dated 22 January 2007.

(EASA AD 2007-0121 refers)

Compliance: Within the next 100 hours TIS or 31 December 2007, whichever is the sooner.

Effective Date: 31 May 2007

DCA/MBB117/16 **Tail Rotor Control Lever Weights – Inspection**

Applicability: Model MBB-BK 117C-2 aircraft, all S/N fitted with Tail Rotor Control Lever P/N B642M1009103.

Note 1: This AD supersedes DCA/MBB117/14 and introduces a terminating action to the repetitive inspection requirements.

Requirement: To prevent separation of the dynamic weights on the tail rotor, which could result in severe vibration and affect aircraft control, accomplish the following:

1. Visually inspect the control lever per the instructions in section 3.A of Eurocopter Deutschland Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 revision 01 or revision 02.

If score marks, notching, scratching, cracks or similar damage is detected, replace the affected control lever, <u>before further flight</u>.

2. Replace all tail rotor control levers P/N B642M1009103 and weights P/N B642M1011202 per the instructions in section 3.B of ASB MBB BK117 C-2-64A-002 revision 02.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Tail Rotor Control Levers P/N B642M1009103 held as spares shall not be fitted to any aircraft.

(EASA AD 2007-0237 refers)

Compliance: 1. <u>For helicopters that have not been previously inspected per DCA/MBB117/14:</u>

Before further flight and thereafter at intervals not to exceed 8 hours TIS.

<u>For helicopters that have been previously inspected per DCA/MBB117/14:</u>

Within the next 8 hours TIS or within 25 hours TIS since the last inspection as required by DCA/MBB117/14, whichever occurs sooner, and thereafter at intervals not to exceed 8 hours TIS.

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

DCA/MBB117/17A **Engine MAX N1 Power – Inspection & AFM/Placard Amendment**

Applicability: All MBB-BK 117 C-1 and MBB-BK 117 C-2 helicopters, all S/N except those helicopters embodied with Turboméca Modification TU358 on both engines.

Note 1: This AD revised to expand the AD applicability to include MBB-BK 117 C-1 aircraft with no change to the AD requirement.

Requirement: To prevent a loss of engine power at high altitude, accomplish the requirements in EASA AD 2008-0061.

Note 2: A copy of EASA AD 2008-0061 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 3: Eurocopter Deutschland ASB No. ASB-MBB-BK117-60-121 revision 4 or ASB No. MBB BK117 C-2-71A-003 revision 3, as applicable, both dated 11 December 2007 or later EASA approved revisions pertains to the subject of this AD.

(EASA AD 2008-0061 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0061.

Effective Date: DCA/MBB117/17 - 24 April 2008
DCA/MBB117/17A - 27 September 2012

DCA/MBB117/18 **Cancelled – DCA/MBB117/24 refers**

Effective Date: 29 April 2010

DCA/MBB117/19 **Cyclic Stick Locking Device – Modification and AFM Amendment**

Applicability: Model MBB-BK 117 C-2 aircraft, S/N 9004 through to 9230

Requirement: To prevent take-off with a locked cyclic stick which could result in loss of aircraft control accomplish the following:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. MBB BK 117C-2-67A-008, dated 14 April 2008 or later approved revisions.

2. Amend the AFM by inserting the following note into the AFM:

> **NOTE:** Before starting the engines, the cyclic stick must be moved to its neutral position. By folding the cantilever towards the pin, it is possible to move the cyclic stick into its neutral position and to center it. Locking the cyclic stick is no longer possible.

Note: Requirement 2 may be accomplished by inserting a copy of this AD into the AFM, or by inserting the ECD supplied AFM page(s) into the AFM.

(EASA AD 2008-0113 refers)

Compliance: 1. & 2. By 15 September 2008.

Effective Date: 31 July 2008

DCA/MBB117/20 **Cancelled – DCA/MBB117/21 refers**

Effective Date: 22 July 2009

DCA/MBB117/21 **Cancelled – DCA/MBB117/25 refers**

Effective Date: 24 June 2010

DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N.

Requirement: To prevent failure of the long tail rotor drive shaft due to the possible erroneous installation of blind rivets instead of solid rivets which can result in loss of tail rotor drive, accomplish the following:

1. Inspect the aircraft log books or the long tail rotor drive shaft and determine if any blind rivets are fitted to the tail rotor drive shaft per the instructions in Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.

If any blind rivets are found fitted to the long tail rotor drive shaft, accomplish requirement 2 of this AD.

If no blind rivets are fitted to the long tail rotor drive shaft then no further AD action is required.

2. Replace the affected tail rotor drive shaft with a serviceable part per the instructions in ASB MBB BK 117 C-2-65A-003.

3. Do not repair any long tail rotor drive shafts per the instructions in Eurocopter Deutschland ECD MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3, and do not install any long tail rotor drive shafts that have been repaired per the instructions in the MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3.

(EASA AD 2009-0119 refers)

Compliance:

1. Within the next 100 hours TIS.
2. Within the next 100 hours TIS after accomplishment of requirement 1 of this AD.
3. From 30 July 2009.

Effective Date: 30 July 2009

DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N

Requirement: To prevent the bellcrank bearing movement due to possible incorrect staking which could cause interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, and result in reduced helicopter control, accomplish the following:

1. Inspect affected bearings for correct attachment and modify affected bellcrank assemblies per the instructions in Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 revision 1, dated 23 February 2010 or later EASA approved revisions.

If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

2. Inspect the bellcrank levers per the instructions in ASB MBB BK117 C-2-67A-011.

If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

3. Bellcranks or bellcrank assemblies held as spares delivered before 17 February 2010 shall not be fitted to any aircraft unless the inspection per the instructions in ASB MBB BK117 C-2-67A-011 has been accomplished.

If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before installation on an aircraft.

Note: The installation of replacement parts per the requirements of this AD and ASB MBB BK117 C-2-67A-011 is not a terminating action to the repetitive inspections specified in requirement 2 of this AD.

(EASA AD 2010-0045 2nd Correction refers)

Compliance: 1. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner.

2. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS.

3. Within 100 hours TIS but not before accumulating 50 hours TIS after installation.

Effective Date: 29 April 2010

DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers

Effective Date: 7 April 2017

DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with an Intermediate Gearbox (IGB) bevel gear P/N 4639 310 065.

Note: This AD revised editorially to clarify the applicability with no change to the AD requirement.

Requirement: To prevent failure of the Intermediate Gearbox (IGB) bevel gear which can result in loss of aircraft control, accomplish the following:

1. Determine the S/N of the bevel gear P/N 4639 310 065 fitted in the aircraft IGB per Eurocopter Deutschland ASB MBB BK117 C-2-04A-005 revision 02, dated 28 April 2010 or later EASA approved revisions.

If the IGB <u>is not fitted</u> with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005 no further action is required.

If the IGB <u>is fitted</u> with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005, amend the aircraft maintenance programme with the reduced life limit per ASB MBB BK117 C-2-04A-005, and replace the affected bevel gear with a serviceable part before reaching the reduced life limit per the instructions in ECD ASB MBB BK117 C-2-04A-005.

If the IGB <u>is fitted</u> with an affected bevel gear which has already exceeded the reduced life limit, replace the affected bevel gear with a serviceable part per ASB MBB BK117 C-2-04A-005 before further flight.

2. A bevel gear P/N 4639 310 065 with an affected S/N listed in table 1 of ECD ASB MBB BK117 C-2-04A-005 shall not be fitted to any aircraft unless the requirements of this AD have been accomplished.

(EASA AD 2010-0096 refers)

Compliance: 1. By 26 September 2010.

2. From 26 August 2010.

Effective Date: DCA/MBB117/25 - 24 June 2010
DCA/MBB117/25A - 26 August 2010

DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/MBB117/26. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

Requirement: To prevent unintentional turning of BARO rotary knobs on certain Instrument Control Panels (ICP) due to insufficient turn resistance which can result in erroneous altitude

information and increase the risk of flight into terrain during IFR operation, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the ICP P/N C19269AA installed on the aircraft.

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB MBB BK117 C-2-31A-041, or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD.

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB MBB BK117 C-2-31A-041 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

Note 2: ICP P/N C19269AA with S/N E2401 through to E2999 have been modified by ECD per the requirements of this AD prior to installation on an aircraft, or prior to despatch as a replacement unit. The ICP manufacturer (Thale) has informed ECD that ICP units from S/N E3000 onwards have been embodied with modification standard 'Amdt. C' at production. Existing units can be returned to Thales for modification to this standard.

Note 3: Eurocopter Deutschland GmbH (ECD) ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2010-0207R1 refers)

Compliance:

1. By 23 October 2010 (ten days after the effective date of DCA/MBB117/26).
2. By 13 December 2010 (two months after the effective date of DCA/MBB117/26).
3. From 13 October 2010 (the effective date of DCA/MBB117/26).

Effective Date: DCA/MBB117/26 - 13 October 2010
DCA/MBB117/26A - 30 June 2011

DCA/MBB117/27 **Cancelled – DCA/MBB117/34 refers**

Effective Date: 29 September 2011

DCA/MBB117/28 **Main Rotor Controls – Inspection**

Applicability: Model MBB-BK 117 C-2 helicopters, all S/N.

Requirement: To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

1. Revise the AFM and introduce the following text into section 5.1.9 Performance of the AFM.

"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 rightrear 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."

Revise the AFM and introduce the the information in appendix 2 of EASA AD 2010-0248 into the AFM supplement 9.2-11 "External Hoist System", as applicable.

Note 1: Requirement 1 of this AD may be accomplished by inserting a copy of appendices 1 and 2 of EASA AD 2010-0248 into the AFM.

2. Inspect the rigging of the power boosted section of the main rotor controls per the instructions in ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 or later EASA approved revisions.

If improper rigging is found, correct the rigging per the instructions in TR 12b dated 16 September 2010 of the MBB-BK117 C-2 AMM.

When the inspection and corrective actions per requirement 2 have been accomplished, remove the AFM changes introduced by requirement 1 of this AD.

3. Any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be accomplished per the instructions in TR 12b of the MBB-BK117 C-2 AMM.

Note 2: Compliance with requirements 3 of this AD can be accomplished by revising the Aircraft Maintenance Programme by incorporating the rigging instructions contained in ECD TR 12b of MBB BK117 C-2 AMM.

Note 3: ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 and ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010 and later EASA approved revisions of these documents is acceptable for compliance with the requirements of this AD.

(EASA AD 2010-0248 refers)

Compliance: 1. By 23 January 2011.

2. Within the next 300 hours TIS or by 23 December 2011, whichever occurs sooner.

3. From 23 December 2010.

Effective Date: 23 December 2010

DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers

Effective Date: 6 September 2011

DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N fitted with a Three-Axis Autopilot System.

Requirement: To prevent a condition which could result in the autopilot conducting a descent and level off below the minimum safety altitude, amend supplement 9.2-1 for the Automatic Flight Control System in the AFM with the flight manual pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 dated 20 December 2010 or later EASA approved revisions and inform the flight crew.

(EASA AD 2010-0270-E refers)

Compliance: Before the next IFR flight.

Effective Date: 27 January 2011

DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection

Applicability: Model MBB-BK117 C-2 helicopters, all S/N fitted with jettisonable sliding doors.

Requirement: To prevent unintended jettison of a sliding door during normal opening due to possible incorrect installation of the door guides and release cables which could result in loss of the door in flight, damage to the aircraft and/or loss of aircraft control, accomplish the following:

Inspect the sliding door installation, the door guides and the release mechanism per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

If any defects are found as described in ECD ASB MBB-BK117 C-2-52A-015 accomplish the applicable corrective actions per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

Note: ECD ASB MBB BK117 C-2-52A-015 dated 26 April 2011 or later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2011-0107 refers)

Compliance: Within the next 50 hours TIS or by 30 August 2011 whichever occurs sooner, and thereafter every time the door guides of jettisonable sliding doors are installed.

Effective Date: 30 June 2011

DCA/MBB117/32A Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Note: This AD revised to extend the AD compliance time for those aircraft embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011.

Requirement: To prevent loss of generator electrical power due to a possible electrical short circuit in the Generator Control Unit (GCU), accomplish the following:

1. For helicopters <u>not embodied with</u> the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

2. For helicopters <u>embodied with</u> the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

3. Affected GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” shall not be installed on any aircraft.

(EASA AD 2011-0149R1 refers)

Compliance:

1. Within the next 300 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 February 2012 whichever occurs sooner, unless previously accomplished.

2. Within the next 500 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 December 2012 whichever occurs sooner, unless previously accomplished.

3. From 25 August 2011 (the effective date of DCA/MBB117/32).

Effective Date: DCA/MBB117/32 - 25 August 2011
DCA/MBB117/32A - 27 October 2011

DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification

Applicability: Model MBB-BK117 C-2 aircraft, S/N 9004 through to 9500.

Note: This AD supersedes DCA/MBB117/29 to introduce another AFM amendment and a terminating modification.

Requirement: To prevent generator failure which could result in loss of electrical power and electrical systems required for safe flight, accomplish the following:

1. Amend the AFM by inserting the applicable pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 dated 20 December 2010 or later EASA approved revisions into the AFM and inform the flight crew.

2. Amend the AFM by removing the pages introduced by requirement 1 of this AD, and insert the pages provided in ECD MBB BK117 C-2 RFM TR 11 dated 09 August 2011 or later EASA approved revisions into the AFM and inform the flight crew.

3. Modify the aircraft per the instructions in ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011 or later EASA approved revisions.

4. An after junction box shall not be fitted to any aircraft, unless the after junction box has been modified per the requirements in this AD.

(EASA AD 2011-0162 refers)

Compliance:

1. Before further flight unless previously accomplished.
2. Within the next 25 hours TIS or by 6 October 2011 whichever occurs sooner.
3. By 6 January 2012.
4. From 6 September 2011.

Effective Date: 6 September 2011

DCA/MBB117/34 Instrument Lighting in NVG Mode – AFM Amendment and Modification

Applicability: Model MBB-BK117 C-2 aircraft, S/N 9004 through to 9450 fitted with the optional NVG system with secured toggle switch P/N 845UN01F4AD0A (and associated wiring changes) installed either during production, or in-service per the instructions in ECD SB MBB-BK117 C-2-33-006.

Note 1: This AD supersedes DCA/MBB117/27 (EASA AD 2010-0247-E refers) to introduce a terminating modification.

Requirement: To prevent failure of the NVG system diodes which could result in loss of the entire instrument and overhead panel lighting and suddenly increase the background lighting for the CAD, the VEMD, the PFD and the ND to maximum intensity which could impair the flight crew vision and result in loss of aircraft control, accomplish the requirements in EASA AD 2011-0168.

Note 2: A copy of EASA AD 2011-0168 can be obtained from http://ad.easa.europa.eu/

Note 3: Eurocopter Deutschland GmbH (ECD) ASB MBB BK117 C-2-33A-013 revision 2, dated 30 June 2011 and later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2011-0168 refers)

Compliance: At the compliance times specified in EASA AD 2011-0168.

Effective Date: 29 September 2011

DCA/MBB117/35 Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Requirement: To prevent loss of electrical generating power due to possible overvoltage in the electrical power system which can result in damage to electronic equipment required for the continuation of safe flight, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if a P/N 51530-001EI GCU is installed on the helicopter.

If a P/N 51530-001EI GCU is found fitted, accomplish the following:

- Amend the AFM and introduce MBB BK117 C-2 AFM revision 15 or higher.
- Accomplish a visual inspection of the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006.

If damage is found or suspected to be present, replace the wire terminal per the instructions in section 3.F of ASB C-2-24A-006 before further flight.

2. Replace affected GCU P/N 51530-001EI with a GCU with P/N 51530-021EI "MOD C" or higher.

3. An affected GCU P/N 51530-001EI shall not be fitted to any aircraft.

Note 1: The replacement of the wire terminal is not a terminating action for the repetitive inspections mandated by requirement 1 of this AD. The installation of a GCU P/N 51530-021EI "MOD C" or higher is a terminating action to the repetitive inspections mandated by this AD.

Note 2: ECD ASB MBB-BK117 C-2-24A-006 revision 3, dated 6 July 2011 and later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2011-0208 refers)

Compliance: 1. Within the next 50 hours TIS and thereafter inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006 every time the starter/generator is removed and/or the wiring is disconnected from the starter/generator.

2. By 8 March 2012.

3. From 8 December 2011.

Effective Date: 8 December 2011

DCA/MBB117/36 Tail Rotor Pitch Links – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1 and MBB-BK117 C-2 helicopters fitted with tail rotor pitch links P/N 117-31821, 117-31822 or B642M1018101 with a S/N listed in appendix 1 of Able Engineering & Component Services (Able) ASB No. 2012-001 revision IR, dated 7 March 2012.

Requirement: To prevent failure of the tail rotor pitch link due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in FAA AD 2012-13-11.

Note: A copy of FAA AD 2012-13-11 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2012-13-11 refers)

Compliance: Before further flight for pitch links installed within the last 10 hours TIS.

Within the next 10 hours TIS for all other affected pitch links.

Effective Date: 7 August 2012

DCA/MBB117/37 Issue **Airworthiness Directive Compliance at Initial Airworthiness Certificate**

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

Requirement: Compliance with the following EASA Airworthiness Directives (as applicable) is required:

EASA AD No:	Eurocopter Service Information:	Subject:	AD Requirement:
2010-0049	ASB-MBB-BK117-40-113 dated 22 December 2008	Rotors Flight Control – Cyclic-Stick Locking Device – Modification	Installation of a cyclic stick locking/centering device
2011-0214	ASB-MBB-BK117-90-122 dated 10 October 2011	Electrical Power – Generator Control Unit – Identification and Replacement	Replace the GCU with P/N 51530-001EI

Note 1: Each part of this AD (each individual EASA AD) shall be certified in the aircraft log book separately.

Note 2: Manufacturer service information at later approved revisions are acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 27 September 2012

DCA/MBB117/38 **Vertical Fin – Inspection**

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent vertical fin failure, accomplish the requirements in LBA AD D-1997-144R4.

Note 1: A copy of LBA AD D-1997-144R4 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: Eurocopter Deutschland ASB-MBB-BK 117-30-106 revision 5, dated 4 October 2005 or later EASA approved revisions pertains to the subject of this AD.

(LBA AD D-1997-144R4 refers)

Compliance: At the compliance times specified in of LBA AD D-1997-144R4.

Effective Date: 27 September 2012

DCA/MBB117/39 Main Rotor System – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent main rotor system failure, accomplish the requirements in LBA AD D-2005-115.

Note 1: A copy of LBA AD D-2005-115 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: Eurocopter Deutschland ASB-MBB-BK117-10-125 dated 14 February 2005 or later EASA approved revisions pertains to the subject of this AD.

(LBA AD D-2005-115 refers)

Compliance: At the compliance times specified in of LBA AD D-2005-115.

Effective Date: 27 September 2012

DCA/MBB117/40 Tail Rotor – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2008-0206.

Note 1: A copy of EASA AD 2008-0206 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: Eurocopter Deutschland GmbH BK117 ASB No. ASB-MBB-BK117-30-113 dated 23 September 2008 or later EASA approved revisions pertains to the subject of this AD.

(EASA AD 2008-0206 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0206.

Effective Date: 27 September 2012

DCA/MBB117/41 Main Rotor Blades – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N fitted with main rotor blades listed in Eurocopter Deutschland GmbH (ECD) ASB-MBB-BK117-10-108 revision 4.

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2009-0199.

Note 1: A copy of EASA AD 2009-0199 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: Eurocopter Deutschland GmbH ASB-MBB-BK117-10-108 revision 4 dated 17 August 2009 or later EASA approved revisions pertains to the subject of this AD.

(EASA AD 2009-0199 refers)

Compliance: At the compliance times specified in of EASA AD 2009-0199.

Effective Date: 27 September 2012

DCA/MBB117/42 **External Rescue Hoist – Deactivation and Modification**

Applicability: Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

Requirement: To prevent failure of the external rescue hoist, accomplish the requirements in EASA AD 2011-0148R1.

Note 1: A copy of EASA AD 2011-0148R1 can be obtained from the EASA AD web site at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: ECD ASB MBB-BK117-80-166 revision 1, dated 04 August 2011 or later EASA approved revisions pertains to the subject of this AD.

(EASA AD 2011-0148R1 refers)

Compliance: At the compliance times specified in of EASA AD 2011-0148R1.

Effective Date: 27 September 2012

DCA/MBB117/43 **Cancelled – EASA AD 2013-0159 refers**

Effective Date: 5 August 2013

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0196 Cancelled – EASA AD 2013-0135 refers

Effective Date: 16 July 2013

2012-0216 Autopilot – Dispatch Restriction

Applicability: MBB-BK 117 C-2 helicopters, all serial numbers.

Effective Date: 22 October 2012

2012-0263 Cancelled – EASA AD 2013-0189 refers

Effective Date: 2 September 2013

2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: 16 July 2013

2013-0154 N2 Control Arm – Inspection and Modification

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1 and C-2 helicopters, all serial numbers.

Effective Date: 5 August 2013

2013-0159 Cancelled – EASA AD 2017-0174 refers

Effective Date: 28 September 2017

2013-0176 Flight System Actuators – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0182 Lateral and Longitudinal Trim Actuator – Inspection

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.

Effective Date: 26 August 2013

2013-0189 Flight Control Display System Wire Harness - Modification

Applicability: MBB-BK117 C-2 helicopters equipped with dual pilot instruments, and equipped with optional equipment ”Night Vision Imaging System (NVIS)/Night Vision Goggles (NVG)”, or with ”Special Cockpit Lighting” (NVG friendly), S/N 9004 to 9500 inclusive, except S/N 9418, 9432, 9435, 9445, 9448, 9454, 9460, 9465 and 9476.

Effective Date: 2 September 2013

2014-0046-E Cancelled – EASA AD 2014-0057 refers

Effective Date: 7 March 2014

2014-0057 Cancelled – EASA AD 2015-0019R1 refers

Effective Date: 13 February 2015

2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N up to 9675 inclusive, if equipped with optional Automatic Flight Control System (AFCS).

Effective Date: 29 May 2014

2014-0180R1 Cancelled – EASA AD 2015-0166 refers

Effective Date: 25 August 2015

2014-0188R4 Emergency Flotation System – AFM Supplement

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N, fitted with Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching provision from the helicopter Manufacturer or by a Supplemental Type Certificate (STC).

Effective Date: EASA AD 2014-0188R1 – 7 November 2014
EASA AD 2014-0188R2 – 25 March 2015
EASA AD 2014-0188R3 – 22 July 2015
EASA AD 2014-0188R4 – 22 July 2015

2014-0211 Hoist Control Pendant Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers, when equipped with optional equipment external mounted hoist system.

Effective Date: 22 September 2014

2015-0019R1 External Rescue Hoist System – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all serial numbers, if equipped with a Goodrich external mounted hoist.

Effective Date: 2015-0019-E - 7 February 2015
2015-0019R1 - 13 February 2015

2015-0044 Electrical Terminals – Inspection

Applicability: MBB-BK117 C-2 helicopters, serial numbers as listed in Appendix 1 of this AD.

Effective Date: 27 March 2015

2015-0045 Cancelled – EASA AD 2016-0002 refers

Effective Date: 18 January 2016

2015-0098 Starter-generator/Voltage Regulator Grounding – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers.

Effective Date: 16 June 2015

2015-0144 Collective Lever Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers up to 9708 inclusive.

Effective Date: 4 August 2015

2015-0163R1 Doors Jettison System - Removal

Applicability: MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: EASA AD 2015-0163 - 20 August 2015
EASA AD 2015-0163R1 - 27 April 2016

2015-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0198 Engine Mount Bushings – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all serial numbers.

Effective Date: 14 October 2015

2015-0210R2 Cancelled – EASA AD 2017-0047 refers

Effective Date: 27 March 2017

2016-0001 Air Conditioning Air Inlet Cover Ring – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0002 Main Rotor Blade Vibration Absorber – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0134 Tail Rotor Gearbox Housing - Inspection

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: 22 July 2016

2016-0142 Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: 2 August 2016

2017-0026 Overhead Panel Shock Mounts - Inspection

Applicability: MBB-BK 117 C-2, MBB-BK117 C-2e, MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 28 February 2017

2017-0037 Rotor Mast Nut and Helical Gear Support - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0038 Cable Cut Flip Guard - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0047 Module Plate Assembly - Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 27 March 2017

2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 7 April 2017

2017-0094 Trim Actuators – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N up to 20126 inclusive, excluding S/N 20109, 20119 and 20124.

Effective Date: 29 June 2017

2017-0146 Autopilot Operation – AFM Amendment

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 31 August 2017

2017-0174 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0177 Outboard Load System – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N except C-2e variant, and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0193 Main Rotor Mast – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 26 October 2017

*** 2017-0238 Aircraft Flight Manual (AFM) – Amendment**

Applicability: MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 7 December 2017