

KOKU-KU-KI-874		No. TCD-10411-2025
<p style="text-align: right;">Date of Issue: January 17, 2025</p> <p style="text-align: center;">Japan Civil Aviation Bureau</p> <p style="text-align: center;">TAIKUSEI-KAIZEN-TSUHO</p> <p style="text-align: center;">Airworthiness Directive</p>		
<p>1. This TAIKUSEI-KAIZEN-TSUHO is issued by the Japan Civil Aviation Bureau to correct an unsafe condition in a product which is shown in paragraph 2. Aircraft owners and operators are responsible for ensuring compliance with the requirements of this TAIKUSEI-KAIZEN-TSUHO that apply to the product.</p> <p>Note 1: Legal information for Japanese operators is omitted.</p> <p>Note 2: This is the English translation. In case of any difficulty, refer to the Japanese original text.</p>		
<p>2. Applies to:</p> <p>KAWASAKI BK117 C-2 helicopter equipped with Warning Unit having a part number and serial number as listed in Section 1 (2) on Kawasaki Service Bulletin No. KSB-117-490 or any further JCAB approved revision (hereinafter referred to as “the SB”).</p>		
<p>3. Compliance is required as indicated, unless already accomplished.</p> <p>To prevent engine in-flight shut down or the loss of capability to close the fuel shut-off valve, due to mechanical failure (stuck in intermediate position or untimely change of status) of EMER OFF SWs of the warning unit,</p>		

accomplish the following.

- 3.1 Within 55 FH, 12 months or before next flight if any of the EMER OFF SWs has been operated, whichever comes first after the effective date of this AD, inspect EMER OFF SWs in accordance with Section 9 of the SB.
- 3.2 If any of the EMER OFF SWs has been operated after accomplishment of the inspection required by paragraph 3.1 of this AD, inspect EMER OFF SWs, in accordance with Section 9 of the SB.
- 3.3 For a spare waring unit, before next flight after installation on a helicopter, inspect EMER OFF SWs, in accordance with Section 9 of the SB.
- 3.4 If any abnormalities were found, or ACTIVE (Engine 1) or ACTIVE (Engine 2) illuminated when EMER OFF SW was pushed-in position, during the inspection required by paragraphs 3.1 through 3.3 of this AD, before next flight, replace the waring unit or repair the waring unit. For repair, contact Kawasaki Heavy Industries for instructions and accomplish those instructions accordingly.
- 3.5 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

4. Remarks

- 4.1 This AD becomes effective on January 30, 2025.
- 4.2 Omitted. (Reporting requirement for Japanese Operators)
- 4.3 Kawasaki Service Bulletin No. KSB-117-490 dated December 26, 2024 and later JCAB approved revisions pertain to this subject.
- 4.4 Omitted. (Note for Japanese Operators)