

KOKU-KU-KI-483

No. TCD-8232-2013

Date of Issue: August 6, 2013

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 series helicopters

2. Compliance is required as indicated, unless already accomplished.

To prevent a loss of control of the helicopter due to a drop of the rotor speed / RPM with the broken arm assembly of N2 control system components, accomplish the following.

2.1 Within the compliance time as identified in Table 1 of this AD and, thereafter, every 12-months inspection, inspect the N2 control arm for damage and/or corrosion in accordance with the instructions of Kawasaki Service Bulletin KSB-117-370 dated July 23, 2013 and later JCAB approved revisions.

Table 1

<b>Date of Manufacture of Helicopter</b>	<b>Compliance time</b>
Less than 2 years on the effective date of this AD	Before reaching 2 years after the date of manufacture, or at the next 12-months inspection after the effective date of this AD, whichever occurs first
More than 2 years on the effective date of this AD	Within 4 weeks after the effective date of this AD

Note1: A non-cumulative tolerance of 3 months can be applied for the initial inspection on helicopters with less than 2 years from the date of manufacture.

Note2: 12-months inspection means the 1 year calendar time inspection for the models of BK-117, BK117 A-3, BK-117 A-4, BK-117 B-1, BK-117 B-2

and BK-117 C-1.

2.2 If, during any inspection as required by paragraph 2.1 of this AD, a part shows suspected exfoliation corrosion, before next flight, replace the part with a serviceable part.

2.3 If, during any inspection as required by paragraph 2.1 of this AD, damage, corrosion and/or scratches of 0.5 mm in depth or more are found, before next flight, replace the affected part with a serviceable part.

2.4 If, during any inspection as required by paragraph 2.1 of this AD, damage, corrosion and/or scratches of less than 0.5 mm in depth are found, before next flight, accomplish corrective action in accordance with the instructions of Kawasaki Service Bulletin KSB-117-370 dated July 23, 2013 and later JCAB approved revisions.

2.5 Replacement of affected parts with serviceable parts as required by paragraphs 2.2 and 2.3 of this AD or corrective action as required by paragraph 2.4 of this AD do not constitute terminating action for the repetitive inspections required by paragraph 2.1 of this AD.

2.6 After the initial inspection as required by paragraph 2.1 of the AD has been accomplished, compliance with the requirements of this AD can be demonstrated by

2.6.1 Revising, as follows, the approved Aircraft Maintenance Programme (AMP) to incorporate the repetitive 12-months inspection of the N2 control arm specified in paragraph 2.1

2.6.2 Complying with the approved AMP described in paragraph 2.6.1 of this AD

2.7 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

### 3. Remarks

3.1 This AD becomes effective on August 20, 2013.

3.2 Kawasaki Service Bulletin No. KSB-117-370 dated July 23, 2013 and later JCAB approved revisions pertain to this subject.