

KOKU-KU-KI-595

No. TCD-8236-2013

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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 C-2

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

To prevent a total loss of the attachment screw of the lateral and longitudinal trim actuator output lever resulting in reduced control of the helicopter, accomplish the following.

2.1 Within the compliance time as identified in Table 2.1 of this AD, check the affected lateral and longitudinal trim actuator output levers for correct attachment and apply a torque marking in accordance with the instructions of Kawasaki Service Bulletin KSB-117-368 dated August 02, 2013 or any further JCAB-approved revisions (here in after referred to as SB).

Table 2.1

Trim actuator	First inspection compliance time
Installed in the helicopter	After the effective date of this AD, within the 150 flight hours or within the 6 months whichever occurs first
Not installed in the helicopter (Spare parts)	Before the installation in the helicopter

2.2 After the check as required by paragraph 2.1 of this AD, at intervals not to exceed 300 flight hours or 6 months, whichever occurs first, inspect the lateral and longitudinal trim actuator output levers for correct attachment in accordance with the instructions of SB.

2.3 If, during any inspection as required by paragraph 2.2 of this AD, any screw attachment shows relative motion, before next flight, stop the task

and contact KHI BK117 product support team.

2.4 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 December 11, 2013.

3.2 Kawasaki Service Bulletin No. KSB-117-368 dated August 02, 2013 and later JCAB approved revisions pertain to this subject.

This is the English translation. In case of any difficulty, refer to the Japanese original text.