

KOKU-KU-KI-724

No. TCD-9230A-2020

Date of Issue: December 7, 2020

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 C-2 helicopters.

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

To prevent loss of control of the helicopter and damage to the helicopter and/or injury to occupants due to a cracked and displaced nut on a piston of the main rotor actuator (MRA), accomplish the following.

Note 1: For the purpose of this AD, an affected part is MRA having Part Number (P/N) B673M30A1001 or P/N B673M30A1002.

Note 2: For the purpose of this AD, an serviceable part is MRA which is not an affected part; or an affected part which has accumulated less than 12 months since new or since last overhaul, as applicable; or an affected part that, within 12 months before installation, has passed an inspection (no defects found) in accordance with the instructions of Section 9 of Kawasaki Service Bulletin No. KSB-117-461 or any further JCAB-approved revision (hereinafter referred to as SB).

Note 3: For the purpose of this AD, Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

2.1 For Group 1 helicopters (see Note 3 of this AD): Within the compliance times defined in Table 1 of this AD, as applicable, depending on the flight hours (FH) accumulated since inspection required by paragraph 2.1 of TCD-9230-2018, inspect each nut (3) on each piston of the affected part in accordance with the instructions of Section 9.(2) of SB.

Table 1 Initial inspection

FH accumulated	Compliance Time
Within 12 Months	Within 12 months after the effective of this AD (see Note 4)
More than 12 Months	Within 3 months after the effective of this AD

Note 4: A non-cumulative tolerance of 3 months may be applied to the initial threshold and to the repetitive inspection interval specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

2.2 If, during the inspection as required by paragraph 2.1 of this AD, any damage or finding, as identified in SB, is detected, before next flight, contact KHI for approved instructions and accomplish those instructions accordingly.

2.3 Replacement of an affected part (see Note 1 of this AD) on a helicopter with a serviceable part (see Note 2 of this AD) in accordance with the instructions of the applicable Aircraft Maintenance Manual is an acceptable alternative method to comply with the requirements of paragraph 2.2 of this AD for that helicopter.

2.4 Corrective action as required by paragraph 2.2 of this AD or replacement parts as required by paragraph 2.3 of this AD does not constitute terminating action for the repetitive inspections as required by paragraph 2.1 of this AD.

2.5 For Group 1 and Group 2 helicopters (see Note 3 of this AD): From the effective date of this AD, it is allowed to install on any helicopter an affected part (see Note 1 of this AD), provided it is a serviceable part (see Note 2 of this AD), as defined in this AD.

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

Japan Civil Aviation Bureau	No. TCD-9230A-2020	sheet 3/3
<p>3. Remarks</p> <p>3.1 This AD becomes effective on December 21, 2020.</p> <p>3.2 This AD supersedes the TCD-9230-2019 dated December 26, 2018.</p> <p>3.3 Kawasaki Service Bulletin No. KSB-117-461 dated September 17, 2020 and later JCAB approved revisions pertain to this subject.</p>		

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