KOKU-KU-KI-956		No. TCD-8733A-2017

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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 loss of control of the helicopter due to the failure of an attachment point of the hydraulic module plate assembly, accomplish the following.

Note 1: For the purpose of this AD, an affected part is a bolt part number (P/N) LN29522S08019 and P/N LN29522S08014, and a castellated nut P/N LN9345-08.

Note 2: For the purpose of this AD, Group 1 helicopters are those that have any attachment point of the hydraulic module plate assembly secured by means of affected parts (see Note 1 of this AD). Group 2 helicopters are those that do not have any attachment point of the hydraulic module plate assembly secured by means of affected parts.

2.1 For Group 1 helicopters (see Note 2 of this AD): Within 100 flight hours (FH) after May 25, 2016 (the effective date of TCD-8733-2016), visually inspect the attachment points of the module plate assembly and accomplish a torque check, and, thereafter, at intervals not exceeding 400 FH (see Note 3 of this AD), visually inspect the attachment points of the module plate assembly, in accordance with the instructions of Kawasaki Service Bulletin No. KSB-117-406 or any further JCAB-approved revision (hereinafter referred to as SB).

Note 3: A non-cumulative tolerance of 40 FH may be applied to the 400 FH inspection interval specified in paragraph 2.1 of this AD to

allow synchronization of each inspection with other maintenance tasks for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

2.2 If, during any inspection as required by paragraph 2.1 of this AD, any defective hardware is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of SB.

2.3 For Group 1 helicopters (see Note 2 of this AD): Within 1 year after the effective date of this AD, modify the hydraulic module plate installation in accordance with the instructions of Kawasaki Service Bulletin No. KSB-117-406A or any further JCAB-approved revision.

2.4 Accomplishment of corrective action(s) on a helicopter as required by paragraph 2.2 of this AD does not constitute terminating action for the repetitive inspections required by paragraph 2.1 of this AD for that helicopter.

2.5 Modification of a helicopter as required by paragraph 2.3 of this AD constitutes terminating action for the repetitive inspections required by paragraph 2.1 of this AD for that helicopter.

2.6 Do not install on any helicopter an affected part (see Note 1 of this AD) to secure an attachment point of the hydraulic module plate assembly, as required by paragraph 2.6.1 or 2.6.2 of this AD, as applicable (see Note 2 of this AD):

2.6.1 For a Group 1 helicopter: After modification of that helicopter as required by paragraph 2.3 of this AD.

2.6.2 For a Group 2 helicopter: From the effective date 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 July 4, 2017.

3.2 This AD supersedes the AD No. TCD-8733-2016 dated May 11, 2016.

3.3 Kawasaki Service Bulletin No. KSB-117-406 dated April 27, 2016, Kawasaki Service Bulletin No. KSB-117-406A dated June 12, 2017 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.