

Date of Issue: December 26, 2018

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 MRA which is not an affected part; or an affected part which has accumulated 0 flight hours (FH) since new or since last overhaul, as applicable; or an affected part that, before installation, has passed an inspection (no defects found) in accordance with the instructions of Section 9 of Kawasaki Service Bulletin No. KSB-117-449 or any further JCAB-approved revision (hereinafter referred to as SB).

Note 3 : For the purpose of this AD, Group 1 are those having s/n 4001 through 4047 inclusive. Group 2 helicopters are those having another s/n.

2.1 For Group 1 helicopters (see Note 3 of this AD): Within 3 months or 50 FH, whichever occurs first after the effective date of this AD, inspect each nut (3) on each piston of the affected part (see Note 1 of this AD) in accordance with the instructions of Section 9.(2) of SB.

2.2 Within 15 days after the inspection as required by paragraph 2.1 of this AD or within 15 days after the effective date of this AD, whichever occurs later, report the inspection results to Kawasaki Heavy Industries, Ltd.

(KHI). This can be done in accordance with the instructions of SB.

- 2.3 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.
- 2.4 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 requirement of paragraph 2.3 of this AD for that helicopter.
- 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.

### 3. Remarks

- 3.1 This AD becomes effective on January 9, 2019.
- 3.2 Kawasaki Service Bulletin No. KSB-117-449 dated December 19, 2018 and later JCAB approved revisions pertain to this subject.