

KOKU-KU-KI-93

No. TCD-10411A-2026

Date of Issue: May 13, 2026

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

1. This TAIKUSEI-KAIZEN-TSUHO is issued by the Japan Civil Aviation Bureau to correct an unsafe condition in a product which is shown in paragraph 2. Aircraft owners and operators are responsible for ensuring compliance with the requirements of this TAIKUSEI-KAIZEN-TSUHO that apply to the product.

Note 1: Legal information for Japanese operators is omitted.

Note 2: This is the English translation. In case of any difficulty, refer to the Japanese original text.

2. Applies to:

KAWASAKI BK117 C-2 helicopter equipped with Warning Unit having a part number and serial number as listed in Section 1 (2) on Kawasaki Service Bulletin No. KSB-117-490A or any further JCAB approved revision (hereinafter referred to as “the SB”).

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

To prevent engine in-flight shut down or the loss of capability to close the fuel shut-off valve, due to mechanical failure (stuck in intermediate position or untimely change of status) of EMER OFF SWs of the warning unit,

accomplish the following.

- 3.1 Within 55 FH, 12 months or before next flight if any of the EMER OFF SWs has been operated, whichever comes first after the effective date of this AD, inspect EMER OFF SWs in accordance with Section 9 of the SB.
- 3.2 If any of the EMER OFF SWs has been operated after accomplishment of the inspection required by paragraph 3.1 of this AD, before the next flight, inspect EMER OFF SWs, in accordance with Section 9 of the SB.
- 3.3 For a spare warning unit, before installation on a helicopter, replace EMER OFF SWs in accordance with Section 10 of the SB.
- 3.4 If any abnormalities are found, or ACTIVE (Engine 1) or ACTIVE (Engine 2) illuminates when EMER OFF SW is in the pushed-in position, during the inspection required by paragraphs 3.1 through 3.3 of this AD, before next flight, replace or repair the warning unit in accordance with Section 10 of the SB.
- 3.5 For EMER OFF SWs that have not been replaced after accomplishment of the inspections required by paragraphs 3.1 and 3.2 of this AD, within 1000 FH (with a tolerance of +100 FH) or 3 years (with a tolerance of +6 months), whichever comes first after the effective date of this AD, replace the affected EMER OFF SWs in accordance with Section 10 of the SB.
- 3.6 An alternative means of compliance (AMOC) with this AD may be used, if approved by the Director-General of JCAB.

4. Remarks

- 4.1 This AD becomes effective on May 26, 2026.
- 4.2 This AD supersedes and replaces TCD-10411-2025, effective January 30, 2025.
- 4.3 Omitted. (Reporting requirement for Japanese Operators)
- 4.4 Kawasaki Service Bulletin No. KSB-117-490A dated April 27, 2026 and

later JCAB approved revisions pertain to this subject.

4.5 Omitted. (Note for Japanese Operators)