

Airworthiness Directive Schedule

Helicopters

Kawasaki BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 & BK117 C-1

24 October 2019

- Notes:**
1. This AD schedule is applicable to Kawasaki Heavy Industries Ltd. BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 helicopters manufactured under Japan Civil Aviation Bureau (JCAB) Type Certificate No. 32.
 2. The Japan Civil Aviation Bureau (JCAB) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the JCAB website at http://www.mlit.go.jp/koku/15_hf_000127.html
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *.
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Contents

DCA/BK117/1B	Airworthiness Directive Compliance at Initial C of A Issue	3
DCA/BK117/2B	Cancelled – DCA/BK117/18 refers	3
DCA/BK117/3	Main Rotor Control Components - Retirement Lives	3
DCA/BK117/4B	Engine Mount Sideward Link - Inspection.....	4
DCA/BK117/5B	Cancelled – DCA/BK117/19 refers	4
DCA/BK117/6	Cancelled - JCAB AD TCD-4655A-2017.....	4
DCA/BK117/7	Engine Mount Truss Supports - Inspection.....	4
DCA/BK117/8	Tail Rotor Drive Shaft Hanger Bearing Attachment - Inspection.....	5
DCA/BK117/9A	Cancelled – TCD-5126B-2016 refers.....	5
DCA/BK117/10	Heating System / ECS – Limitation and Placard.....	5
DCA/BK117/11A	Engine and Transmission Cowling Access Doors - Modification	6
DCA/BK117/12	Tail Boom - Modification	6
DCA/BK117/13	Tail Rotor Transmission and Intermediate Gearbox - Bearing Replacement.....	6
DCA/BK117/14	Airwork Hoist – Inspection and Modification	7
DCA/BK117/15	Winch - Emergency Procedures	7
DCA/BK117/16	Main Rotor Blades Life Limit – Inspection and Replacement	8
DCA/BK117/17	External Loudspeaker for Ground Personnel - Modification	8
DCA/BK117/18A	Cancelled – JCAB AD TCD-4114A-1-2008 refers	8
DCA/BK117/19	Tail Boom Vertical Fin – Inspection and Modification	9
DCA/BK117/20	Cancelled – JCAB AD TCD-6850A-2013 refers.....	9
DCA/BK117/21A	Flight Control System Life Limit Parts – Inspection and Replacement	9
DCA/BK117/22	Tail Rotor Transmission Attachment Nuts Inspection	10
DCA/BK117/23A	Tail Rotor Balance Weights and Control Levers – Inspection	10
DCA/BK117/24A	Cyclic Stick Lock – Modification and AFM Amendment.....	11
DCA/BK117/25	Cancelled – Purpose Fulfilled	11
DCA/BK117/26	Cancelled – Purpose Fulfilled	11
DCA/BK117/27	Exterior Door Handles – Inspection and Rework	12
DCA/BK117/28	Tail Rotor Head – Inspection and Rework	12
DCA/BK117/29	Tail Rotor Pitch Links – Inspection and Replacement	13
DCA/BK117/30	Cartridges and Pressure Bottles – Airworthiness Limitations	13

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) websites. Links to the NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. 14

TCD-6850A-2013	Cancelled – TCD-6850B-2015 refers.....	14
TCD-8201C-2016	Goodrich Rescue Hoists – Inspection.....	14
TCD-8232-2013	N2 Control System – Inspection and Replacement.....	14
TCD-8488-2015	Swashplate Boot Clamps – Inspection.....	14
TCD-6850B-2015	Electrical Power System – Inspection.....	14
TCD-5126B-2016	Airworthiness Limitations – Revision.....	14
TCD-6217-2003	Tail Rotor and Intermediate Gearbox - Inspection.....	14
TCD-6273-2003	Vertical Fin Skin Panel – Inspection.....	14
TCD-4114-2-2004	Cancelled – JCAB AD TCD-4114A-1-2008 refers.....	15
TCD-7000-2006	One Engine Inoperative (OEI) – Operating Limitations.....	15
TCD-7111-2007	Fire Extinguishing System – Inspection.....	15
TCD-7000-1-2008	One Engine Inoperative (OEI) – Operating Limitations.....	15
TCD-4114A-1-2008	Main Rotor Blade Balance Weight – Inspection.....	15
TCD-8811-2016	Tail Rotor Transmission Housing – Inspection.....	15
TCD-4655A-2017	Main Rotor Mast – Inspection.....	15
TCD-9082-2018	Main Rotor Transmission Helical Gear Support – Inspection.....	15
TCD-9106-2018	Tail Rotor Transmission Bellcrank Attach Arm – Inspection.....	16
TCD-9114-2018	Main Rotor Blade Thimble – Inspection.....	16
* TCD-9361-2019	Airworthiness Limitations – Revision.....	16

DCA/BK117/1B Airworthiness Directive Compliance at Initial C of A Issue

Applicability: Models BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1.

Note 1: The applicability of this AD revised to include BK 117 A-3 and BK117 C-1 models.

Requirement: Compliance with the following Japan Civil Aviation Bureau (JCAB) Airworthiness Directives (as applicable) is required:

TCD-2421-1-85	Cargo Hook - Modification
TCD-2442-1-85	Vne - Restriction
TCD-2449-85	Tail Rotor Pitch Link Length - Inspection
TCD-2589-2-90	T/R Blade Erosion Protection - Inspection
TCD-2615-86	T/R Gearbox Attaching Bolts - Replacement
TCD-2651-1-87	Engine Fire Extinguishing System Check Valve - Inspection
TCD-2789-1-87	Main Rotor Blade Secondary Attachment Bolts - Inspection
TCD-2950-88	Vne - Restriction
TCD-3432-91	Static Discharge & Electrical Bonding - Modification
TCD-3374-91	LG Electrical Bonding - Modification & Fuel Vapour Return Lines – Removal

Note 2: Each part of this AD (each individual Japanese AD) shall be certified in the aircraft log book separately.

Compliance: Compliance is required with every individual AD before issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the Japanese Airworthiness Directives.

Effective Date: DCA/BK117/1 - 12 May 1995
DCA/BK117/1A - 26 September 1997
DCA/BK117/1B - 26 May 2016

DCA/BK117/2B Cancelled – DCA/BK117/18 refers

Effective Date: 27 April 2006

DCA/BK117/3 Main Rotor Control Components - Retirement Lives

Applicability: Model BK117 series, all S/N.

Requirement: To prevent fatigue failure of Bearing Bracket P/N 105-42123, and Hinged Support P/N 105-42124 and 105-42125 accomplish the following:-
Change retirement time and re-identify the P/Ns per Kawasaki KSB-117-116.
(JCAB AD TCD-4164-95 refers)

Compliance: By 12 June 1995

Effective Date: 12 May 1995

DCA/BK117/4B Engine Mount Sideward Link - Inspection

Applicability Models BK117, BK117A-3, BK117A-4, BK117B-1 and BK117B-2 that are not fitted with replacement engine mount sideward links per Kawasaki KSB-117-121.

Requirement: To prevent failure of the engine mount sideward link, accomplish the following:-

1. For helicopters with less than 1200 hours TTIS:
 - 1.1 At 1200 hours TTIS inspect and replace defective parts per paragraphs 9.(2), 9.(3) and 9.(4) of Kawasaki KSB-117-120A.
 - 1.2 After compliance with paragraph 1.1, repeat the inspection and replace defective parts per paragraphs 9.(2) and 9.(3) of KSB-117-120A. at intervals not to exceed 1200 hours TIS until 3600 hours TTIS, and thereafter at intervals not to exceed 600 hours TIS.
2. For helicopters with more than 1200 hours TTIS:
 - 2.1 Within next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until next 600 hour inspection, inspect and replace defective parts per paragraphs 9.(1) and 9.(3) of KSB-117-120A.
 - 2.2 At the next 600 hour inspection or at the next engine removal, whichever occurs first, inspect and replace defective parts per paragraphs 9.(2), 9.(3) and 9.(4) of KSB-117-120A.
 - 2.3 After compliance with paragraph 2.2, repeat the inspection and replace defective parts per paragraphs 9.(2) and 9.(3) of KSB-117-120A. at intervals not to exceed 1200 hours TIS until 3600 hours TTIS, and thereafter at intervals not to exceed 600 hours TIS.

(JCAB TCD-4358A-98 refers)

Compliance: As detailed within the requirement of this AD.

Effective Date: DCA/BK117/4A - 21 November 1997
DCA/BK117/4B - 25 September 1998

DCA/BK117/5B Cancelled – DCA/BK117/19 refers

Effective Date: 27 April 2006

DCA/BK117/6 Cancelled - JCAB AD TCD-4655A-2017

Effective Date: 30 November 2017

DCA/BK117/7 Engine Mount Truss Supports - Inspection

Applicability Models BK117, BK117A-3, BK117A-4, BK117B-1 and BK117B-2.

Requirement: To prevent cracks caused by corrosion of the engine mount truss supports, inspect and if necessary replace defective parts per Kawasaki SB KSB-117-127.
(JCAB TCD-4930-99 refers)

Compliance: At 1200 hours TTIS.
For helicopters that have exceeded 1200 hours TTIS, at the next 600 hour inspection or at the next engine removal, whichever is the sooner.

Effective Date: 12 March 1999

DCA/BK117/8 Tail Rotor Drive Shaft Hanger Bearing Attachment - Inspection

Applicability: Model BK117 series, all S/N.

Requirement: To prevent excessive wear of the bearing support bolt holes used to attach the tail rotor drive long shaft hanger bearings, inspect per Kawasaki SB KSB-117-148. If any loose bolts are found, inspect the bearing support bolt holes for wear per KSB-117-148.

If any wear is detected, measure the diameter of the bolt hole and if any is greater than 6.5mm contact the manufacturer for repair instructions.
(JCAB TCD-4975-99 refers)

Compliance: Before further flight

Effective Date: 18 March 1999

DCA/BK117/9A Cancelled – TCD-5126B-2016 refers

Effective Date: 16 March 2016

DCA/BK117/10 Heating System / ECS – Limitation and Placard

Applicability: Models BK117 B-1 and B-2 with fuel control unit (FCU), P/N 4-301-413-03 installed, except those equipped with FCU having a "T" stamped after the part list number on the FCU's name plate.

Requirement: To prevent insufficient one-engine inoperative power due to improper calibration of FCU fuel flow, accomplish the following:-

1. Install placard to prohibit the use of Heating System/ECS per Kawasaki KSB-117-152. The use of Heating System/ECS is prohibited until a cap is installed on the PA vent port of the pressure ratio switch per paragraph 3 of this AD. Revise the limitation section of the flight manual to include the following:

<p>Heating System / ECS</p> <p>Heating System / ECS operation is prohibited until cap is installed on the PA vent port per Kawasaki KSB-117-152.</p>
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The flight manual revision required above, may be accomplished by inserting a copy of this AD.

2. Install the placard to change the maximum operating altitude limitation per KSB-117-152, and revise the limitation section of the flight manual to include the following:

<p>Maximum operating altitude (when AlliedSignal SB LTS101-73-20-0193 is not incorporated); 10,000 ft</p>

The flight manual revision required above may be accomplished by inserting a copy of this AD.

Installation of the FCU which is calibrated per AlliedSignal SB LTS101-73-20-0193 constitutes terminating action of paragraph 2 of this AD.

3. Install a cap on the PA vent port of the pressure ratio switch per KSB-117-152. Installation of the cap constitutes terminating action of paragraph 1 of this AD. (JCAB TCD-5097-99 refers)

Compliance:

1. By 27 September 1999
2. By 27 September 1999
3. By 11 October 1999

Effective Date: 27 August 1999

DCA/BK117/11A Engine and Transmission Cowling Access Doors - Modification

Applicability: Model BK117 series, all S/N.

Requirement: To prevent the separation of access doors of the engine and transmission cowlings due to incorrect latching and possible damage to the rotor blades, accomplish the following:

Install hooks in the transmission and engine cowling access doors and install hook retainers on the transmission/engine deck per Kawasaki KSB-117-154. (JCAB TCD-5190-99 refers)

Compliance: By 30 April 2001

Effective Date: DCA/BK117/11 - 24 February 2000
DCA/BK117/11A - 21 December 2000

DCA/BK117/12 Tail Boom - Modification

Applicability: Model BK117 series, S/Ns up to 1058.

Requirement: To prevent cracking of the tail boom skin, install doublers P/N 117-30106.15.

Compliance: By 30 November 2002

Effective Date: 30 May 2002

DCA/BK117/13 Tail Rotor Transmission and Intermediate Gearbox - Bearing Replacement

Applicability: BK117 A-1 to C-1 equipped;
with tail rotor transmission P/N 4639003001 or 4639003007, S/N 900 to 932 inclusive, or intermediate gearbox P/N 4639002001 or 6639002005 S/N 902 to 928 inclusive, or any tail rotor transmission or gearbox of the above P/N that has been overhauled or repaired since 16 July 2001.
Any bearings P/N 4639310006 S/N 3426 to 3598 inclusive held as spares.

Requirement: To prevent production related cracking of the bearing cage cover from causing pieces of the cage to separate and enter the gearbox, accomplish the following:

1. Inspect the magnetic plug of affected transmissions for signs of bearing failure.
2. Inspect transmission to determine if one of the faulty bearings is fitted. If fitted with one of the faulty bearings, replace the bearing or transmission with an item known to be unaffected.

(German LBA AD 2003-161 refers)

Compliance: 1. Before next flight
2. Before 30 Sept 2003

Effective Date: 29 May 2003

DCA/BK117/14 Airwork Hoist – Inspection and Modification

Applicability: Model BK117 series fitted with Airwork hoist modification ARD/721, ARD/741, ARD/752, ARD/977, ARD/999.STC or STC.AW.0003.

Requirement: To prevent uncommanded activation of the hoist pyrotechnic cable cutter, accomplish the following:

1. Check that the correct guard P/N MS25224-X is fitted to the CABLE CUT switch per Airwork SB AW.0001 Issue 1. If the incorrect guard is found fitted, replace the guard per SB AW.0001 Issue 1, before further operation of the hoist.
2. Replace the 2-position switch with a momentary action switch P/N MS24523-26 or MS24524-26, and fit guard P/N MS25224-3 per SB AW.0001 Issue 1.

Compliance: 1. Before next hoist operation.
2. Within next 100 hours TIS.

Effective Date: 26 August 2004

DCA/BK117/15 Winch - Emergency Procedures

Applicability: BK117 Series, except BK117 C-2 series, that are equipped with Kawasaki rescue winch system P/N 117-83500-01.

Requirement: To prevent uncontrolled raising or lowering of the rescue winch cable, accomplish the following:-

1. Insert a copy of either Appendix I or II of Japanese AD TCD-6482-1-2004 as applicable into the emergency procedures section of the flight manual supplement No.10-16, Rescue Winch System.
2. Modify the winch power supply system per Kawasaki KSB-117-235 and remove the copy of Appendix I or II of Japanese AD TCD-6482-1-2004 required by part 1 of this AD.
(JCAB AD TCD-6482-1-2004 refers)

Note: This AD was initially mailed to BK117 owners on 29 August 2004 and incorrectly numbered as DCA/BK117/14. AD DCA/BK117/14 is in fact applicable to BK117 helicopters fitted with the Airwork Hoist.

Compliance: 1. By 31 October 2004
2. By 31 March 2005

Effective Date: 30 September 2004

DCA/BK117/16 Main Rotor Blades Life Limit – Inspection and Replacement

Applicability: Model BK117 A-1 through C-1.

Requirement: To prevent the blade trailing edge cracking resulting in severe vibrations, accomplish the following:

1. Inspect the main rotor blades per ASB-MBB-BK117-10-125 and the aircraft log book. If a main rotor blade with bolted lead inner weights is detected by the visual inspection, or by an entry in the aircraft log book, the flight hours flown since the bolting of the lead inner weights must be determined and entered in the aircraft log book. If the visual inspection finds no sign of a main rotor blade with bolted lead inner weights and if no corresponding entry in the log card can be found, it must be assumed that the aircraft is fitted with blades which do not have bolted lead inner weights. Make an entry in the log book.
2. If a main rotor blade with lead inner weights is fitted to the aircraft, replace per ASB-MBB-BK117-10-125.
(LBA AD D-2005-115 and JCAB AD TCD-6590-2005 refers)

Compliance:

1. By 31 May 2005.
2. At 2500 hours TTIS or within 200 hours TIS for aircraft with up to 3000 hours TTIS. Within 50 hours TIS for aircraft with more than 3200 TTIS.

Effective Date: 28 April 2005

DCA/BK117/17 External Loudspeaker for Ground Personnel - Modification

Applicability: Model BK117 C-2 aircraft fitted with an external loudspeaker P/Ns B853K1801-051, B853K1801-053 or B853K1801-055.

Requirement: To prevent the loudspeaker from separating from the aircraft due to the support bracket being cracked, accomplish the following:

1. Inspect the external loudspeaker bracket for cracks per Kawasaki Service Bulletin No. KSB-117-254. If cracked replace per SB KSB-117-254 before further flight.
2. Replace the external loudspeaker bracket per SB KSB-117-254.
(JCAB AD TCD-6771-2006 refers)

Note: Replacement of the external loudspeaker bracket per SB KSB-117-254 is a terminating action to the requirements of the AD.

Compliance:

1. At every pre-flight check.
2. Within the next 300 hours TIS.

Effective Date: 23 February 2006

DCA/BK117/18A Cancelled – JCAB AD TCD-4114A-1-2008 refers

Effective Date: 30 June 2016

DCA/BK117/19 Tail Boom Vertical Fin – Inspection and Modification

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 aircraft, all S/Ns.

Requirement: To prevent failure of the vertical fin and subsequent loss of control of the aircraft, remove the vertical fin fairings and inspect the fairings, the camloc fasteners, the attachment angle brackets at the aft portion of the vertical fin, the tail rotor transmission fittings in the vertical fin and the end plates for cracks and other damage.

Accomplish inspections per Kawasaki Service Bulletin KSB-117-129C, dated 27 January 2006 and per the instructions in chapter 31, paragraph 31-2, steps 5 to 7 of KHI-BK117 Maintenance Manual (with at least revision number 14 incorporated), or the KHI-BK117C-1 Maintenance Manual (with at least revision 2 incorporated), as applicable.

If the inspection results exceed the allowable limits specified in the respective KHI-BK117 Maintenance Manual, contact the KHI Customer Service for further technical advice, before further flight.
(JCAB TCD-4605B-2006 refers)

Compliance: Within 300 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: 27 April 2006

DCA/BK117/20 Cancelled – JCAB AD TCD-6850A-2013 refers

Effective Date: 6 August 2013

DCA/BK117/21A Flight Control System Life Limit Parts – Inspection and Replacement

Applicability: All model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 aircraft.

Requirement: To prevent fatigue failure of life limited parts of the flight control system, accomplish the following:

1. Inspect the aircraft log book for life limited hinged support assemblies P/Ns 117-421241, 117-421251, 105-42124 and 105-42125 and bearing bracket P/Ns 117-421331 and 105-42123, per Kawasaki Service Bulletin No. KSB-117-266A.
2. Replace flight control system life limited parts per SB No. KSB-117-266A.
(JCAB AD TCD-6982-2006 refers)

Compliance: 1. By 30 December 2006, unless already accomplished.
2. Within the next 300 hours TIS for parts with more than 1800 hours TTIS up to 2100 hours TTIS, or before reaching 2300 hours TTIS whichever is the sooner.

Within the next 200 hours TIS for parts with more than 2100 hours TTIS up to 2400 hours TTIS, or before reaching 2500 hours TTIS whichever is the sooner.

Within the next 100 hours TIS for parts with more than 2400 hours TTIS up to 2700 hours TTIS.

Effective Date: DCA/BK117/21 - 26 October 2006
DCA/BK117/21A - 30 November 2006

DCA/BK117/22 Tail Rotor Transmission Attachment Nuts Inspection

Applicability: Model BK117 series, all S/N.

Requirement: To prevent loss of control of aircraft due to failure of attachment nuts of the tail rotor transmission, accomplish the following.

- 1 Inspect for cracks on the attachment nuts of the tail rotor transmission in accordance with Kawasaki Service Bulletin No.KSB-117-291. If cracks are found, replace all attachment nuts with a set of new nuts.
- 2 If nuts are replaced with new nuts in accordance with part 1, inspect the new nuts for cracks after installation. If any cracks are found, replace all attachment nuts with a set of new nuts, and repeat the inspection per part 1.
(JCAB AD TCD-7195-2007 refers)

Compliance: 1. Before further flight unless already accomplished.
2. Before further flight after accomplishment of part 1.

Effective Date: 20 December 2007

DCA/BK117/23A Tail Rotor Balance Weights and Control Levers – Inspection

Applicability: Model BK117 series aircraft, all S/N.

Note 1: The repetitive inspection interval for DCA/BK117/23A revised from 48 months to every 30 months to align with JCAB AD TCD-7416-2009 with no change to the AD requirement.

Requirement: To prevent failure of the tail rotor balance weights due to possible corrosion of the control lever threads which could result in loss of aircraft control, inspect the tail rotor balance weights and control levers per Kawasaki MSB KSB-117-297 dated 28 November 2008 or later JCAB approved revisions.

If any damage is found which exceeds the acceptable limits specified in MSB KSB-117-297, replace the damaged parts before further flight.

Note 2: The replacement of parts is not a terminating action to the repetitive inspection requirements of this AD.
(JCAB AD TCD-7416-2009 refers)

Compliance: Within the next 100 hours TIS or by 26 July 2014, whichever is the sooner, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or 30 months, whichever is the sooner.

Effective Date: DCA/BK117/23 - 29 January 2009
DCA/BK117/23A - 26 June 2014

DCA/BK117/24A Cyclic Stick Lock – Modification and AFM Amendment

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117-B-2 and BK117C-1 aircraft, all S/N.

Note 1: This AD revised to amend note 2. Kawasaki Helicopter Industries have issued an AFM amendment to satisfy requirement 2 of this AD.

Requirement: To prevent an unintended take-off with a locked cyclic stick which could result in loss of aircraft control, accomplish the following:

1. Modify the cyclic stick neutral holder per Kawasaki SB No. KSB-117-302 dated 6 April 2009 or later JCAB approved revisions.

2. Amend the AFM by inserting the following text into the normal procedures section:

“Before starting the engines, the cyclic stick must be moved to its neutral position. The centering of the cyclic stick can be achieved by positioning the cyclic pin into the neutral holder hole. Locking of the cyclic stick is no longer possible.”

Note 2: Kawasaki Heavy Industry (KHI) have issued AFM amendment revision 16, dated 24 March 2009 to satisfy requirement 2 of this AD. (JCAB AD TCD-7479-2009 refers)

Compliance:

1. By 5 November 2009.
2. By 5 November 2009.

Effective Date: DCA/BK117/24 - 5 May 2009
DCA/BK117/24A - 30 July 2009

DCA/BK117/25 Cancelled – Purpose Fulfilled

Effective Date: 8 December 2011

DCA/BK117/26 Cancelled – Purpose Fulfilled

Effective Date: 8 December 2011

DCA/BK117/27 Exterior Door Handles – Inspection and Rework

Applicability: Model BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 aircraft, all S/N.

Requirement: To prevent loss of the exterior door handles due to possible incorrect installation of the snap ring, accomplish the following:

1. Inspect the exterior door handles and determine that the handles are secure and cannot detach from the door. If a defective door handle is found, accomplish requirement 2 before further flight.

2. Inspect the snap ring on the door handles per the instructions in Kawasaki SB No. KSB-117-339 dated 4 August 2011 or later JCAB approved revisions.

If the inside edge of the snap ring is visible, or if the snap ring comes off, contact the manufacturer for further instructions and accomplish corrective actions before further flight.

Note 1: Requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The repetitive inspection mandated by requirement 1 of this AD may be terminated once requirement 2 has been accomplished. (JCAB AD TCD-7916-2011 refers)

Compliance:

1. Before every flight.
2. Within the next 50 hours TIS or by 25 October 2011, whichever occurs sooner.

Effective Date: 25 August 2011

DCA/BK117/28 Tail Rotor Head – Inspection and Rework

Applicability: Model BK117 series helicopters, all S/N.

Requirement: To detect excess wear in the tail rotor head attachment bolt and nut accomplish the following:

Inspect the tail rotor flap hinge per the instructions in Kawasaki Service Bulletin No. KSB-117-346 dated 10 April 2012 or later JCAB approved revisions.

If any defects are found accomplish a detailed inspection of the close tolerance attachment bolt and nut per the instructions in Kawasaki SB No. KSB-117-346.

If cracks, deformation, mechanical damage or wear is found in the attach bolt which exceeds the allowable limits specified in Kawasaki SB No. KSB-117-346, repair or replace the bolt per the instructions in the SB before further flight.

If the attach bolt nut is found damaged or worn, replace with a new nut per the instructions in Kawasaki SB No. KSB-117-346 before further flight.

Note: A copy of JCAB AD No. TCD-8021-2012 can be obtained from:
http://www.mlit.go.jp/koku/15_hf_000127.html
(JCAB AD TCD-8021-2012 refers)

Compliance: Before further flight and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 21 April 2012

DCA/BK117/29 Tail Rotor Pitch Links – Inspection and Replacement

Applicability: Model Kawasaki BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Model BK117C-2 helicopters, S/N 4001 through 4021, 4023 and 4024.

Requirement: To prevent failure of the tail rotor pitch links due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in JCAB AD TCD-8022-2012.

Note 1: A copy of JCAB AD TCD-8022-2012 can be obtained from the MLIT website at http://www.mlit.go.jp/koku/15_hf_000127.html

Note 2: Kawasaki SB No.KSB-117-345 dated 29 March 2012 or later approved revisions of this document pertains to the subject of this AD.
(JCAB AD TCD-8022-2012 refers)

Compliance: Before further flight.

Effective Date: 9 August 2012

DCA/BK117/30 Cartridges and Pressure Bottles – Airworthiness Limitations

Applicability: Model Kawasaki BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Requirement: To prevent failure of the cartridge of the fire extinguishing bottle of the engine, the pressure bottle of the emergency float system, and the cable cutter cartridge of the rescue winch system and the gimbal assemblies of the searchlight due to possible non-compliance with the Airworthiness Limitations specified in the applicable Kawasaki BK117 Maintenance Manual, accomplish the requirements in JCAB AD TCD-8098-2012.

Note 1: A copy of JCAB AD TCD-8098-2012 can be obtained from the MLIT website at http://www.mlit.go.jp/koku/15_hf_000127.html

Note 2: Kawasaki BK117 Maintenance Manual Approved Pages, revision 26, dated 27 August 2012, and Kawasaki BK117C Maintenance Manual Approved Pages, revision 14 dated 27 August 2012 and later JCAB approved revisions pertain to this subject of this AD.
(JCAB AD TCD-8098-2012 refers)

Compliance: Before further flight.

Effective date: 5 September 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) websites. Links to the NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

TCD-6850A-2013 Cancelled – TCD-6850B-2015 refers

Effective Date: 28 May 2015

TCD-8201C-2016 Goodrich Rescue Hoists – Inspection

Applicability: Model BK117 series helicopters fitted with a Goodrich rescue hoist assembly with a P/N listed in Table 2.1 of JCAB AD TCD-8201C-2016.

Effective Date: TCD-8201-2013 - 30 March 2013
TCD-8201A-2014 - 11 November 2014
TCD-8201B-2015 - 23 January 2015
TCD-8201C-2016 - 17 June 2016

TCD-8232-2013 N2 Control System – Inspection and Replacement

Applicability: Model BK117 series helicopters, all S/N.

Effective Date: 20 August 2013

TCD-8488-2015 Swashplate Boot Clamps – Inspection

Applicability: Model BK117 series helicopters, all S/N.

Effective Date: 31 March 2015

TCD-6850B-2015 Electrical Power System – Inspection

Applicability: Model BK117 series helicopters, all S/N.

Effective Date: 28 May 2015

TCD-5126B-2016 Airworthiness Limitations – Revision

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, and BK117C-1, all S/N.

Effective Date: 16 March 2016

TCD-6217-2003 Tail Rotor and Intermediate Gearbox - Inspection

Applicability: Model BK117 series helicopters (except for BK117C-2 helicopters) fitted with an affected component listed in Table 1 of JCAB AD TCD-6217-2003.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-6273-2003 Vertical Fin Skin Panel – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished.

Effective Date: 26 May 2016

TCD-4114-2-2004 Canceled – JCAB AD TCD-4114A-1-2008 refers

Effective Date: 30 June 2016

TCD-7000-2006 One Engine Inoperative (OEI) – Operating Limitations

Applicability: Model BK117C-1 and BK117C-2 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive requirements to be accomplished as specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-7111-2007 Fire Extinguishing System – Inspection

Applicability: Model BK117C-1 helicopters, all S/N and model BK117C-2 helicopters, S/N 4001 through to 4003, and 4005 through to 4010.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished.

Effective Date: 26 May 2016

TCD-7000-1-2008 One Engine Inoperative (OEI) – Operating Limitations

Applicability: Model BK117C-1 and BK117C-2 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-4114A-1-2008 Main Rotor Blade Balance Weight – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 fitted with Main Rotor Blade P/N 117-150041, 117-150051, 117-150071, 117-150081, 117-151311, 117-151331, 117-151371 or 117-151371V001.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 30 June 2016

TCD-8811-2016 Tail Rotor Transmission Housing – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 22 August 2016

TCD-4655A-2017 Main Rotor Mast – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 30 November 2017

TCD-9082-2018 Main Rotor Transmission Helical Gear Support – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 31 January 2018

TCD-9106-2018 Tail Rotor Transmission Bellcrank Attach Arm – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 27 April 2018

TCD-9114-2018 Main Rotor Blade Thimble – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 31 May 2018

*** TCD-9361-2019 Airworthiness Limitations – Revision**

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 24 October 2019