



Airbus Helicopters Inc.  
Technical Support  
2701 Forum Drive  
Attn: Dave Vogel  
Grand Prairie, TX 75052

October 5, 2017

**Subject: GLOBAL AMOC for AD 97-26-03**

Attachments: AD 97-26-03 Effective date December 31, 1997

ASB BK117-10-114 Rev1 Effective date July 28, 2017

GLOBAL AMOC LETTER dated October 3, 2017

To all BK117 A1 through C1 operators.

On Tuesday October 3, 2017 the FAA granted the attached Global AMOC for the BK117 operators. The main rotor mast PN 4639 205 016 has been removed from the inspection criteria called out in AD 97-26-03.

The AMOC is transferable with the helicopter to any operator who operates under US authority. Before using the AMOC please notify your appropriate principal inspector, or local flight standards district office.

If you have any questions, please contact Dave Vogel at Airbus Helicopters Inc.

Best regards,

Larry Huntley  
Sr. Director, Technical Support  
Airbus Helicopters, Inc.  
T 972-641-5204  
M 256-655-6610  
E [larry.huntley@airbus.com](mailto:larry.huntley@airbus.com)  
[www.airbushelicoptersinc.com](http://www.airbushelicoptersinc.com)

Dave Vogel  
Sr. Technical Representative  
BO105/BK117/EC135/EC145  
Airbus Helicopters Inc.  
Grand Prairie, TX 75052-7099  
T 972-641-3573  
M 817-201-1196  
E [dave.vogel@airbus.com](mailto:dave.vogel@airbus.com)  
[www.airbushelicoptersinc.com](http://www.airbushelicoptersinc.com)

## Airworthiness Directive

### ► Federal Register Information

#### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 97-SW-45-AD; Amendment 39-10246; AD 97-26-03

Airworthiness Directives; EUROCOPTER DEUTSCHLAND Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters

PDF Copy (If Available):

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective on December 31, 1997.

#### ▼ Regulatory Information

**97-26-03 EUROCOPTER DEUTSCHLAND:** Amendment 39-10246. Docket No. 97-SW-45-AD.

Applicability: Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different

actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To detects cracks in the main rotor mast flange (flange), which, if not detected, could result in failure of the flange and subsequent loss of control of the helicopter, accomplish the following:

- (a) Before further flight, and thereafter at intervals not to exceed 100 hours time-in- service, visually inspect the flange in the ribbed area for cracks using a 5-power or higher magnifying glass in accordance with paragraphs 2.A.1. and 2.A.2. of the Accomplishment Instructions in Eurocopter Deutschland GmbH Alert Service Bulletin MBB-BK 117 No. ASB- MBB-BK 117-10-114, dated August 27, 1997.
- (b) If a crack is found as a result of the inspections specified in paragraph (a) of this AD, remove the cracked main rotor mast and replace it with an airworthy main rotor mast.
- (c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(d) Special flight permits will not be issued.

(e) The inspection shall be done in accordance with Eurocopter Deutschland GmbH Alert Service Bulletin MBB-BK 117 No. ASB-MBB-BK 117-10-114, dated August 27, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in Luftahrt-Bundesamt (Germany) AD 97-276, effective September 25, 1997.

(f) This amendment becomes effective on December 31, 1997.

▼ **Footer Information**



## ALERT SERVICE BULLETIN MBB-BK117

**Date:** August 27, 1997  
Rev. 1, July 28, 2017

**Change Order**  
No 1 for ASB MBB-BK117-10-114

### Reason for Revision 1:

Please replace the first issue of Alert Service Bulletin (ASB) with Revision 1.

Investigations have revealed that the rotor mast assembly P/N 4639 205 016 contains the reinforced rotor mast sub-assembly P/N 4639 305 095 and that the visual crack inspection is not necessary on this rotor mast assembly.

Therefore, the rotor mast assembly P/N 4639 205 016 was removed from the Section 1.A.2 "Components affected" with Revision 1 of this ASB.

The ASB is still valid for helicopters with rotor mast assembly P/N 4639 205 011.

**ALERT SERVICE BULLETIN**  
**MBB-BK117**

**Date:** August 27, 1997  
Rev. 1, July 28, 2017

**No. ASB MBB-BK117-10-114**

**Subject:** Main Transmission - visual inspection of rotor mast flange for cracks

1. PLANNING

1.A. Effectivity

1.A.1. Helicopters affected MBB-BK117, A-1, A-3, A-4, B-1, B-2, C-1

1.A.2. Components affected Rotor mast assembly, P/N 4639 205 011

1.A.3. Spare Parts affected (Not applicable)

1.B. Reason

A rotor mast was found to have cracks of critical magnitude in the area of the flange. The rotor mast flange must be subjected to an immediate visual crack inspection which is to be repeated at intervals until further notice.

1.C. Description

Using a magnifying glass (at least 5-power magnification) perform visual inspection for cracks in the ribbed area of the rotor mast flange.

1.D. Compliance

Initial compliance with this Alert Service Bulletin shall be after the last flight of the day after receipt of Revision 0 and then every 100 flight hours until further notice.

1.E. Approval

The technical content of this document is approved under the authority of DOA No. EASA.21J.700.

1.F. Manpower Requirement

approx. 0.25 man-hours

1.G. Material, Cost and Availability

(Not applicable)

1.H. Special Tools

(Not applicable)

1.I. Mass and Moment

(Not applicable)

1.J. Reference

MBB-BK117 Maintenance Manual

1.K. Other Publications affected

If deemed necessary, revisions shall be made to the MBB-BK117 Maintenance Manual and/or MBB-BK117 Repair Manual (REM 108) after the cause of cracks in the rotor mast flange has been determined.

1.L. Electrical Load Data

(Not applicable)

2. ACCOMPLISHMENT INSTRUCTIONS

2.A. Inspections Required

2.A.1. Clean rotor mast flange in area of the ribs between the holes, using a brush and cleaning compound.

Do not use a cloth to clean the inspection area because dirt particles may be rubbed over any existing cracks and prevent them from being recognized.

2.A.2. Using a magnifying glass (at least 5-power magnification), visually inspect for cracks in the area of the holes on the underside of the rotor mast flange, especially in the ribs between the holes (see figure 1). If required, remove lockwire and, if necessary, the nuts to determine whether suspected cracks are evident. If the nuts are to be removed, remove only one nut and reinstall the nut prior to removing the next nut per MM, Chapter 13. Before tightening each nut, make certain that its mating stud was not loosened when the nut was previously removed. If a stud is found to be loose, screw it in until the stud abuts, before installing the nut.

2.A.3. If any cracks are found, contact the AHD Customer Support prior to the next flight for advice on how to proceed.

2.B. Work Procedure

(Not applicable)

2.C. Conclusions

(Not applicable)

3. MATERIAL INFORMATION

(Not applicable)

Rotor mast flange

Visually inspect for cracks in the area of all holes, especially in the ribs between the holes, using a magnifying glass (at least 5-power magnification)

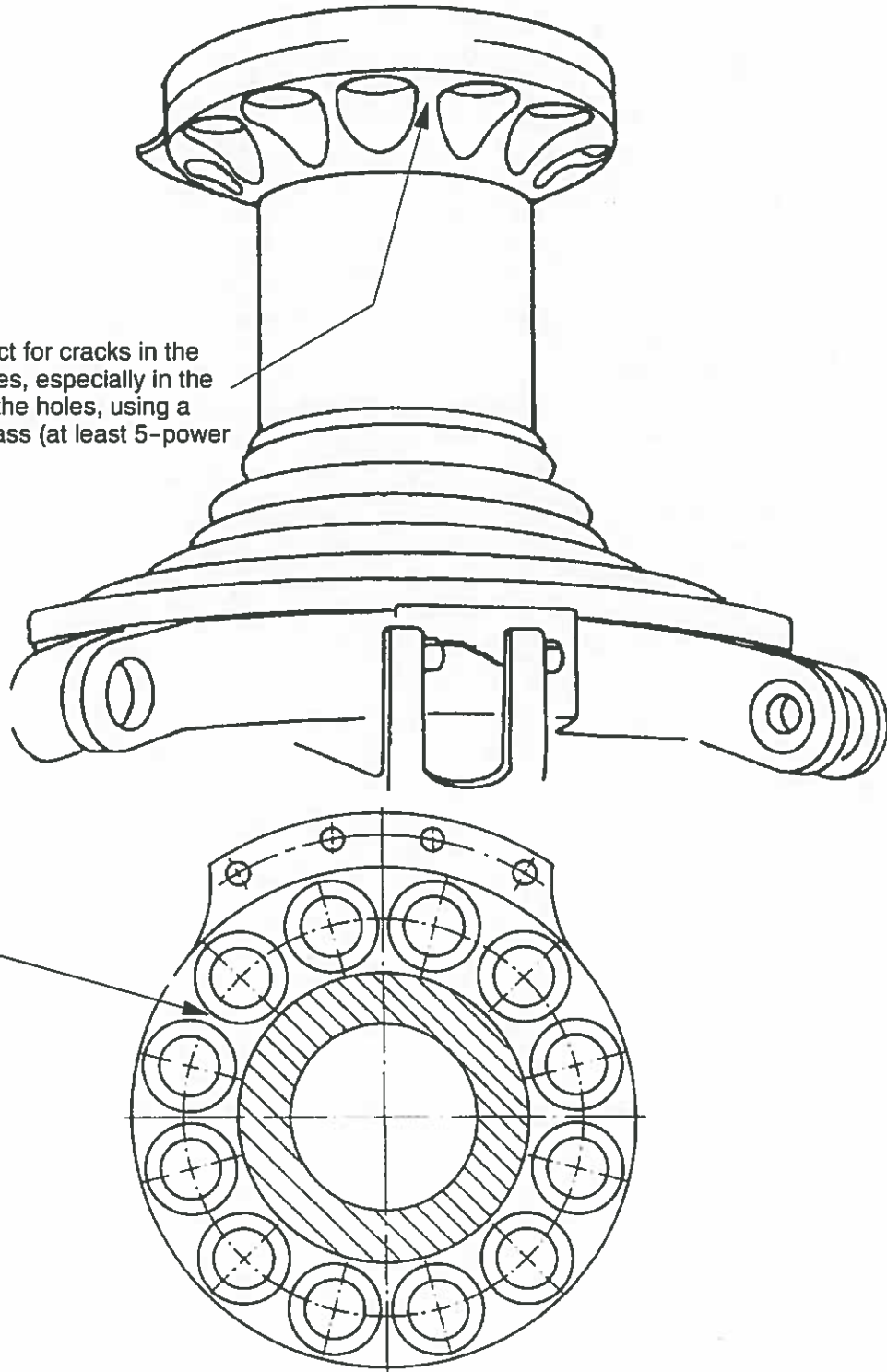


Figure 1



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Southwest Region  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas

Fort Worth, Texas 76177

October 3, 2017

Mr. Dave Vogel  
Sr. Technical Representative  
Airbus Helicopters  
2701 Forum Dr.  
Grand Prairie, TX 75052

Dear Mr. Vogel,

We received your proposal dated August 30, 2017 for an Alternate Means of Compliance (AMOC) to Airworthiness Directive (AD) 97-26-03 paragraph (a), which is applicable to the following Airbus helicopter models: MBB BK117 A-1, A-3, A-4, B-1, B-2 and C-1 for the "before further flight" inspection and there after at intervals not to exceed 100 hour time in service (TIS) inspection. Specifically, you requested that rotor mast part number (P/N) 4639 205 016 not be applicable to the inspections required by paragraph (a) of AD 97-26-03.

The following Alert Service Bulletins (ASB) were issued by AHD with respect to the mast:

- ASB MBB-BK 117-10-114 was released on August 27, 1997
- ASB MBB-BK 117-10-114 Rev 1 was released on July 28, 2017

We evaluated your request to remove rotor mast P/N 4639 205 016 from the applicability of the AD because this mast has been redesigned since the AD was released by reinforcing the area of inspection.

The Federal Aviation Administration (FAA) approves your AMOC to AD 97-26-03 paragraph (a) to remove mast P/N 4639 205 016 from the inspection.

This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

All provisions of AD 97-26-03 that are not specifically referenced above remain fully applicable and must be complied with accordingly.



This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another Civil Aviation Authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.

If there are any questions regarding this approval, please contact Matthew Fuller by mail, telephone (817) 222-5161, or email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

Thank you,



Stephen Barbini  
Manager, Safety Management Section  
Policy and Innovation Division  
Aircraft Certification Service

Cc: Fort Worth FSDO, Fort Worth AEG