

KOKU-KU-KI-125

No. TCD-8385-2014

Date of Issue: April 28, 2014

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 C-2 helicopters: Equipped with Automatic Flight Control System (here in after referred to as AFCS)

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

To prevent loss of stability augmentation function by AFCS and subsequent stability deterioration of the helicopter due to the short circuit in “ACTIV” wire of Smart Electro-Mechanical Actuator (SEMA), accomplish the following.

2.1 Before next flight after the effective date of this AD, confirm the contents of the attachment of this AD, and insert it in front of the corresponding page of flight manual supplement 10-19 “Automatic Flight Control System (AFCS)”.

2.2 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 May 12, 2014.

3.2 Kawasaki Service Bulletin No. KSB-117-374 dated February 13, 2014 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.

The following information must insert to Flight Manual Supplement 19-10 “Automatic Flight Control System(AFCS)”:

**KAWASAKI BK117C-2
FLIGHT MANUAL**

SUPPLEMENT 10-19
Automatic Flight Control System (AFCS)

SECTION 2 LIMITATIONS

Airspeed limitations

Airspeed limitations for hands-off operation

Situations	Visual Meteorological Conditions (VMC)	Instrumental Meteorological Conditions (IMC)
Maneuvering, Approach	120 KIAS	100 KIAS
Climb, Cruise, Descend	100 KIAS 120 KIAS(when flying attentive*)	80 KIAS 100 KIAS(when flying attentive*)

* Definition of attentive: Ready to take the controls immediately when the aircraft departs the expected flight path.