

KOKU-KU-KI-439

No. TCD-7698-2010

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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 helicopters

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

To prevent rapid consumption of battery or loss of all electrical power of aircraft equipped with rescue winch system, which result from the operation based on incorrect emergency operational procedure in the Supplemental Aircraft Flight Manual in case of failure of both generators, accomplish the following.

2.1 Before next flight after the effective date of this AD, confirm the contents of the attached sheet No.1 to 8 (temporary revision), as applicable, and insert the applicable page in the front of the corresponding page of Supplemental Flight Manual.

Advise the contents of revision mentioned above to flight crews.

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 6 September, 2010.

3.2 Kawasaki Service News No. KSN-117-131 dated 27 August, 2010 and No. KSN-117-132 dated 27 August, 2010 pertain to this subject.

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

EFFECTIVITY : KAWASAKI BK117 Flight Manual Supplement (Japanese) 10-16
 “RESCUE WINCH SYSTEM” (P/N 117-83500-01)

This page shows the description of flight manual temporary revision. Do not remove the corresponding page of flight manual, and insert this page in the front of the corresponding page.

川崎式 BK117 型

救助用ウインチ装置

GEN I

及び

GEN II

(琥珀色)
(琥珀色)

アナンシエータ・パネル

両ジェネレータからの電力供給がない

故障状態	修正操作
<ul style="list-style-type: none"> ●両ジェネレータの故障又は両電気系統の短絡 	<ol style="list-style-type: none"> (1) 電流計の指示値 — 確認 (2) “GEN” スイッチ (両方共) — RESET 次に ON 両 GEN 注意灯が点灯したままで、電流計の指示がゼロのままなら； (3) “GEN TRIP” スイッチ — I 及び II (4) “MAIN BUS PWR SEL” スイッチ — OFF (5) 両 “GEN” スイッチ — OFF (6) “AMM SEL” スイッチ — “BAT/EXT PWR” (7) 電流計 — 確認 (8) 電気負荷 — 減少 (9) 電流計／電圧計 — 監視 <p>注： 被救助者をつり上げ中にかぎり、救助作業完了までホイストを操作してよいが、ホイストを操作するためには以下の操作を実施しなければならない。しかし、この場合バッテリーの容量は急速に低下する。</p>

追加飛行規程
 16 - 10

EFFECTIVITY : KAWASAKI BK117 A-4 Flight Manual Supplement (Japanese) 10-16
 “RESCUE WINCH SYSTEM” (P/N 117-83500-01)
 up to S/N 1008, and from 1010 to 1024

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川崎式 BK117A-4 型

救助用ウインチ装置

GEN I

及び

GEN II

(琥珀色)
(琥珀色)

アナンシエータ・パネル

両ジェネレータからの電力供給がない

故障状態	修正操作
●両ジェネレータの故障又は両電気系統の短絡	(1) 電流計の指示値 - 確認 (2) “GEN” スイッチ (両方共) - RESET 次に ON 両 GEN 注意灯が点灯したままで、電流計の指示がゼロのままなら； (3) “GEN TRIP” スイッチ - I 及び II (4) “MAIN BUS PWR SEL” スイッチ - OFF (5) 両 “GEN” スイッチ - OFF (6) “AMM SEL” スイッチ - “BAT/EXT PWR” (7) 電流計 - 確認 (8) 電気負荷 - 減少 (9) 電流計／電圧計 - 監視 注：被救助者をつり上げ中にかぎり、救助作業完了までホイストを操作してよいが、ホイストを操作するためには以下の操作を実施しなければならない。しかし、この場合バッテリーの容量は急速に低下する。

適用

機体製造番号 1008 迄、及び 1010 以降 1024 迄

追加飛行規程
16 - 10

EFFECTIVITY : KAWASAKI BK117 B-1 Flight Manual Supplement (Japanese) 10-16
 “RESCUE WINCH SYSTEM” (P/N 117-83500-01)
 up to S/N 1024

This page shows the description of flight manual temporary revision. Do not remove the corresponding page of flight manual, and insert this page in the front of the corresponding page.

川崎式 BK117B-1 型

救助用ウインチ装置

GEN I
(琥珀色)

及び

GEN II
(琥珀色)

アナンシエータ・パネル

両ジェネレータからの電力供給がない

故障状態	修正操作
●両ジェネレータの故障又は両電気系統の短絡	(1) 電流計の指示値 - 確認 (2) “GEN” スイッチ (両方共) - RESET 次に ON 両 GEN 注意灯が点灯したままで、電流計の指示がゼロのままなら; (3) “GEN TRIP” スイッチ - I 及び II (4) “MAIN BUS PWR SEL” スイッチ - OFF (5) 両 “GEN” スイッチ - OFF (6) “AMM SEL” スイッチ - “BAT/EXT PWR” (7) 電流計 - 確認 (8) 電気負荷 - 減少 (9) 電流計/電圧計 - 監視 注：被救助者をつり上げ中にかぎり、救助作業完了までホイストを操作してよいが、ホイストを操作するためには以下の操作を実施しなければならない。しかし、この場合バッテリーの容量は急速に低下する。

適用

機体製造番号 1024 迄

追加飛行規程
16・10

EFFECTIVITY : KAWASAKI BK117 A-4 Flight Manual Supplement (English) 10-16
 "RESCUE WINCH SYSTEM" (P/N 117-83500-01)
 S/N 1009, 1025 and subsequent

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KAWASAKI BK117 A-4
 FLIGHT MANUAL

SUPPLEMENT 10-16
RESCUE WINCH SYSTEM

GEN I and GEN II
 (amber) (amber)
 Annunciator panel

No electrical power is supplied from both generators.

Fault condition	Corrective action
<ul style="list-style-type: none"> • Both generators failure or both electrical systems short circuit. 	(1) Ammeter indications – Check (2) Both GENERATOR switches – RESET, then ON <u>If both GEN caution light remain on and affected ammeters still indicate zero...</u> (3) GEN TRIP switch – I and II (4) Both BUS-TIE switches – OFF (5) Both GENERATOR switches – OFF (6) AMM SEL switch – BAT/EXT PWR (7) Ammeter indication – Check (8) Electrical load – Reduce (9) Ammeter and volt-meter – Monitor

NOTE :
 Only during operation of hoisting persons, hoist operation may be continued until rescue work is accomplished in accordance with the following procedure. However, in this case, the battery energy is consumed at a high rate.

EFFECTIVITY

S/N 1009, 1025 and subsequent.

FMS 16-10

EFFECTIVITY : KAWASAKI BK117 B-1 Flight Manual Supplement (English) 10-16
 "RESCUE WINCH SYSTEM" (P/N 117-83500-01)
 S/N 1025 and subsequent

This page shows the description of flight manual temporary revision. Do not remove the corresponding page of flight manual, and insert this page in the front of the corresponding page.

KAWASAKI BK117 B-1
 FLIGHT MANUAL

SUPPLEMENT 10-16
RESCUE WINCH SYSTEM

GEN I and GEN II
 (amber) (amber)
 Annunciator panel

No electrical power is supplied from both generators.

Fault condition	Corrective action
<ul style="list-style-type: none"> • Both generators failure or both electrical systems short circuit. 	<ol style="list-style-type: none"> (1) Ammeter indications – Check (2) Both GENERATOR switches – RESET, then ON <p><u>If both GEN caution light remain on and affected ammeters still indicate zero .:</u></p> <ol style="list-style-type: none"> (3) GEN TRIP switch – I and II (4) Both BUS-TIE switches – OFF (5) Both GENERATOR switches – OFF (6) AMM SEL switch – BAT/EXT PWR (7) Ammeter indication – Check (8) Electrical load – Reduce (9) Ammeter and volt-meter – Monitor <p>NOTE : Only during operation of hoisting persons, hoist operation may be continued until rescue work is accomplished in accordance with the following procedure. However, in this case, the battery energy is consumed at a high rate.</p>

EFFECTIVITY

S/N 1025 and subsequent.

FMS 16-10

EFFECTIVITY : KAWASAKI BK117 B-2 Flight Manual Supplement (English) 10-16
 "RESCUE WINCH SYSTEM" (P/N 117-83500-01)
 S/N 1025 and subsequent

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KAWASAKI BK117 B-2
 FLIGHT MANUAL

SUPPLEMENT 10-16
RESCUE WINCH SYSTEM

GEN I and GEN II
 (amber) (amber)
 Annunciator panel

No electrical power is supplied from both generators.

Fault condition	Corrective action
<ul style="list-style-type: none"> • Both generators failure or both electrical systems short circuit. 	<p>(1) Ammeter indications – Check</p> <p>(2) Both GENERATOR switches – RESET, then ON</p> <p><u>If both GEN caution light remain on and affected ammeters still indicate zero..</u></p> <p>(3) GEN TRIP switch – I and II</p> <p>(4) Both BUS-TIE switches – OFF</p> <p>(5) Both GENERATOR switches – OFF</p> <p>(6) AMM SEL switch – BAT/EXT PWR</p> <p>(7) Ammeter indication – Check</p> <p>(8) Electrical load – Reduce</p> <p>(9) Ammeter and volt-meter – Monitor</p> <p>NOTE : Only during operation of hoisting persons, hoist operation may be continued until rescue work is accomplished in accordance with the following procedure. However, in this case, the battery energy is consumed at a high rate.</p>

EFFECTIVITY

S/N 1025 and subsequent.

FMS 16-12

EFFECTIVITY : KAWASAKI BK117 C-1 Flight Manual Supplement (English) 10-16
 "RESCUE WINCH SYSTEM" (P/N 117-83500-01)

This page shows the description of flight manual temporary revision. Do not remove the corresponding page of flight manual, and insert this page in the front of the corresponding page.

KAWASAKI BK117 C-1
 FLIGHT MANUAL

SUPPLEMENT 10-16
RESCUE WINCH SYSTEM

GEN I and GEN II
 (amber) (amber)
 Annunciator panel

No electrical power is supplied from both generators.

Fault condition	Corrective action
<ul style="list-style-type: none"> • Both generators failure or both electrical systems short circuit. 	<ul style="list-style-type: none"> (1) Ammeter indications – Check (2) Both GENERATOR switches – RESET, then ON <p><u>If both GEN caution light remain on and affected ammeters still indicate zero...</u></p> <ul style="list-style-type: none"> (3) GEN TRIP switch – I and II (4) Both BUS-TIE switches – OFF (5) Both GENERATOR switches – OFF (6) AMM SEL switch – BAT/EXT PWR (7) Ammeter indication – Check (8) Electrical load – Reduce (9) Ammeter and volt-meter – Monitor <p>NOTE : Only during operation of hoisting persons, hoist operation may be continued until rescue work is accomplished in accordance with the following procedure. However, in this case, the battery energy is consumed at a high rate.</p>

FMS 16-12