

AWB 01-7 Issue 1 - Suspected Unapproved Parts

AWB 01-7 Issue 1, 5 October 2001

Suspected Unapproved Parts

Military parts not to be fitted to civil BO 105 or MBB BK-117 helicopters

Effectivity

Eurocopter Deutschland GMBH (ECD) BO 105 and MBB-BK 117 helicopters.

Purpose

Advise operators and maintenance personnel of the possibility of being supplied with unapproved military helicopters or parts originating from 10 (ten) BO 105 (M) (VBH) military helicopters which were recently auctioned off to private (civil) operators.

Background

These helicopters, including all the components, including the engines were originally produced under BWB-ML (military) approvals and not in accordance with the applicable civil airworthiness regulations and under the responsibility of the LBA. Furthermore, the helicopters themselves were operated in accordance with the operational requirements, procedures and limitations of the Bundeswehr (German armed forces), and not in accordance with the approved civil flight and maintenance manuals for BO 105 helicopters.

Identifying Unapproved BO 105 Parts

Most of the dynamic components, such as fuselage, rotors, gears, and other, smaller components, such as flight instruments, which have been made to the military specifications are identified by part numbers beginning with 1121-XXXXX (or 1120-XXXXX). These parts are not predominantly approved for civil BO 105 or MBB-BK 117 helicopters. Parts which are approved by the manufacturer for civil use on BO 105 helicopters will have part numbers beginning with 105-XXXXX.

The engines used in the BO 105 (M) or (P) are MTU engines and not Allison 250 C20B engines. The engines for the German Military BO 105 helicopters were produced by MTU under licence from Allison (now Rolls Royce Corporation) exclusively for use in the German Military BO 105 helicopters. Although identical to the Allison 250 C20B engines in design and performance, these engines have not been approved by the LBA or the FAA for use in civil helicopters. The manufacturer, Rolls Royce, does not

approve the use of MTU engines in civil BO 105 or any other helicopters using the Allison 250 C20B engine.

Identifying Approved Parts

Eurocopter Deutschland GMBH (ECD) points out that only the components listed in the civil Illustrated Parts Catalogue (IPC), or components specially approved as alternates, may be used on civil registered ECD helicopters. Only components with the appropriate airworthiness documentation, such as the Authorised Release Certificate or equivalent, with clear records sourced from reliable suppliers should be used in civil helicopters. ECD explicitly warns against the purchase of components that do not meet these requirements.

With regard to engines, ECD recommends that operators and maintenance personnel contact the Allison Maintenance Centre (AMC) , before purchasing engine components or modules which, with regard to the documentation, do not clearly originate from Allison/Rolls Royce production without military use.

Assistance from Eurocopter

Should you have any enquiries regarding the above information, ECD recommend to contact Eurocopter International Pacific (EIP) technical customer support on (02) 9794 9900. The contact numbers for technical support from Eurocopter Deutschland GmbH, are; Telephone: +49 (0) 906 71-4444, or Fax: +49 (0) 906 71-4111.

Enquiries

Enquiries with regard to the content of Airworthiness Bulletins should be made via the direct link e-mail address included on the Airworthiness Bulletin web site, AirworthinessBulletin@casa.gov.au

Or in writing to Maintenance Standards Branch

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