



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-010

Issued: 08 January 2025

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name: AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s): MBB-BK117 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Swashplate – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH; Kawasaki Heavy Industries Ltd.; and Airbus Helicopters Inc.

Applicability:

MBB-BK117 D-3 and D-3m helicopters, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117-62-32-0003.

Affected part: Swashplate having Part Number D623M2050102, and a serial number up to 0487 inclusive, except those which have been subjected to the 'Supplementary Inspection – 4000 FH', as defined in the applicable Aircraft Maintenance Manual (AMM) 62-32-00, 6-7.

Groups: Group 1 helicopters are those which have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.



Reason:

An occurrence of excessive vibrations in flight was reported on a helicopter.

Subsequent investigations determined that an incorrect installation of the angular ball bearing of the control ring assembly caused wear of the axial bearing seat, eventually leading to axial play between the swashplate bearing ring assembly and the control ring assembly.

Affected parts could have had the angular ball bearing of the control ring assembly incorrectly installed, and therefore could be affected by the same condition.

This condition, if not detected and corrected, could lead to reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, providing instructions for a one-time inspection and corrective actions.

For the reason described above, this AD requires a one-time inspection of the affected part and, depending on findings, accomplishment of corrective actions.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) For Group 1 helicopters: Within 440 flight hours after the effective date of this AD, accomplish an inspection of the affected part in accordance with the Accomplishment Procedure – Section 4 of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Where the ASB provides instructions to “inspect the control ring assembly”, this AD also requires, in case of finding any discrepancy during the inspection of the control ring assembly, to accomplish the applicable corrective actions before next flight, or to contact AH for approved repair instructions and, before next flight, to accomplish those instructions accordingly. Accomplishment of corrective actions in accordance with the instructions of the applicable AMM is an acceptable method to comply with the requirement of this paragraph of this AD.

Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that the affected part has been inspected and, as applicable, any deficiency has been corrected in accordance with the instructions of the ASB.

Ref. Publications:

AH MBB-BK117-62-32-0003 original issue dated 08 January 2025.



The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 05 February 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: costumersupport.helicopters@airbus.com.

