European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0027

Issued: 05 February 2025

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 helicopters

Effective Date:	19 February 2025
TCDS Number(s):	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None

ATA 62 – Main Rotor – Swashplate Inner and Outer Ring Bolts – Inspection / Replacement

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Manufacturer(s):

Airbus Helicopters (AH) Deutschland GmbH, formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC; Eurocopter España S.A.; Kawasaki Heavy Industries, Ltd

Applicability:

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

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) MBB-BK117-62-32-0004.

Bolt: Hexagon Head Bolt having Part Number (P/N) EN3052H060006.

Affected part: Swashplate having P/N D623M2050102, all s/n up to 0503 inclusive, except s/n 0362, 0408, 0427, 0431, 0441, 0442, 0444, 0445, 0448, 0449, 0451, 0455, 0456, 0461, 0485, 0490, 0491 and s/n 0500; and except those which passed an inspection (no discrepancy found; or discrepancy corrected in accordance with the instructions of the ASB) and, after that inspection, had the 24 bolts replaced by new (never previously installed on a helicopter) bolts.

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

Reason:

An occurrence was reported of bolts of the swashplate found over torqued on a helicopter in service. Over torqued bolts have also been found on helicopters still in the production line.

This condition, if not detected and corrected, could lead to damage to the bolts and to the threads of the swashplate bearing ring and control ring, possibly affecting the structural integrity of the swashplate.

To address this potential unsafe condition, AH issued the ASB to provide instructions for a one-time inspection of the swashplate, and for replacement of the bolts.

For the reason described above, this AD requires accomplishment of a one-time inspection of the swashplate and, depending on findings, corrective action(s). This AD also requires replacement of the 24 bolts with new bolts.

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 50 flight hours (FH) or 1 months, whichever occurs first after the effective date of this AD, remove the 24 bolts from the affected part and inspect the control ring and the bearing ring of the affected part in accordance with the instructions of the ASB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as described in the ASB, is detected on the control ring or on the bearing ring of an affected part, before next flight, replace that control ring or bearing ring, respectively, and install 24 new (never previously installed on a helicopter) bolts in accordance with the instructions of the ASB.

Part Replacement:

(3) If, during the inspection as required by paragraph (1) of this AD, no discrepancy, as described in the ASB, is detected on the control ring and on the bearing ring of an affected part, before next flight, install 24 new (never previously installed on a helicopter) bolts in accordance with the instructions of the ASB.

Part(s) Installation:

(4) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.

Ref. Publications:

AH ASB MBB-BK117-62-32-0004 dated 05 February 2025.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 05 March 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany;
   Web portal: https://airbusworld.helicopters.airbus.com
   E-mail: customersupport.helicopters@airbus.com