



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-115

Issued: 29 July 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.

This 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 25 – Equipment / Furnishings – Large Hook Damper Assembly – Modification

Manufacturer(s):

Airbus Helicopters (AH) Deutschland GmbH, formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC

Applicability:

MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all serial numbers (s/n).

Definitions:

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

The ASB: Airbus Helicopters (AH) ASB MBB-BK117-25-97-0012.

Affected part: Large Hook Damper Assembly Part Number (P/N) 44307-480.

Serviceable part: Large Hook Damper Assembly P/N 44307-480-1.

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:

It has been determined that the standard MS18027 type hook P/N 42305-283 may be subject to localized yielding in the mating threads when assembled to higher assembly torques.

Affected parts are equipped with the standard MS18027 type hook P/N 42305-283.

This condition, if not corrected, could lead to failure of the affected part, possibly resulting in loss of the hoist load and injury to persons.

To address this potential unsafe condition, AH issued the ASB, providing instructions for modification and reidentification of the affected parts.

For the reason described above, this AD requires modification and reidentification of the affected part(s) and provides conditions for their installation.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Modification(s):

- (1) For Group 1 helicopters: Within 12 months after the effective date of this AD, modify and reidentify the affected part into a serviceable part in accordance with the instructions of the ASB.

Alternative Method:

- (2) Replacing the affected part of a helicopter with a serviceable part is an acceptable alternative method to comply with the modification requirement of paragraph (1) of this AD for that helicopter. This can be accomplished in accordance with the instructions of the applicable Maintenance Manual.

Part Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, and until 12 months after the effective date of this AD, it is allowed to install an affected part on a helicopter provided that, thereafter, that affected part is modified as required by paragraph (1) of this AD.
- (4) For Group 1 and Group 2 helicopters: Starting from 12 months after the effective date of this AD, do not install an affected part on any helicopter.

Ref. Publications:

Airbus Helicopters ASB MBB-BK117-25-97-0012 original issue dated 28 July 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 26 August 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: customersupport.helicopters@airbus.com.

