



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-146

Issued: 27 October 2022

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 publication]

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Horizontal Control Rods Bolts – Replacement

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 D-3-67A-002.

Affected bolt: Bolts, having Part Number D671M7051211 and a s/n as listed in the ASB.

Serviceable bolt: Bolts, eligible for installation, which are not affected bolts.

Groups: Group 1 are helicopters which have an affected bolt installed. The ASB provide a list of s/n known to have been equipped with affected bolts on the production line.

Group 2 helicopters are those which do not have an affected part installed.



Reason:

It has been determined that the affected bolts were not subjected to a dye penetrant inspection for cracks during manufacturing.

This condition, if not detected and corrected, could lead to bolt failure, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing instructions for replacement of affected bolts.

For the reason described above, this AD requires replacement of affected bolts with serviceable bolts, and prohibits reinstallation of affected bolts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 helicopters: Within 880 flight hours or 12 months, whichever occurs first after the effective date of this AD, replace each affected bolt with a serviceable bolt in accordance with the instructions of the ASB.

Part(s) Installation:

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

Note 1: Removal of an affected bolt from a helicopter and subsequent reinstallation of that affected bolt on the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Ref. Publications:

AH ASB MBB-BK117 D-3-67A-002 original issue dated 25 October 2022.

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 24 November 2022.
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, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://airbusworld.helicopters.airbus.com>
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