



Airworthiness Directive

AD No.: 2022-0228

Issued: 28 November 2022

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:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 helicopters

Effective Date: 12 December 2022

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 provides a list of helicopter 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 bolt 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 13 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 October 2022 as PAD 22-146 for consultation until 24 November 2022. No comments were received during the consultation period.
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, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://airbusworld.helicopters.airbus.com>
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