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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GBK 117/7 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Kawasaki BK 117 Series Helicopters

**AD/GBK 117/7**                      **Main Rotor Control Components**                      **9/2007**  
**Amdt 1**

**Applicability:** All Kawasaki BK 117 series helicopters.

**Requirement:** Re-identify the hinged support (rocker support) and bearing bracket, as specified in Kawasaki Service Bulletin (KSB) KSB-117-116 dated 9 Jan 1995 or later approved NAA revision.

**Compliance:** If not previously accomplished in accordance with the original issue of this directive (AD/GBK 117/7), re-identified the affected parts within 30 days of the effective date of this directive.

This Amendment becomes effective on 30 August 2007.

**Background:** In order to differentiate these parts from identically part numbered components used on the BO 105 series helicopter it is necessary to re-identify them.

The original issue of this directive was to mandate a revised fatigue life of the hinge support (rocker support) and bearing bracket when installed on the BK 117. Re-identification of these parts was also required as they carried the same part number as those fitted to BO 105 series helicopters which have a different fatigue life.

This Amendment removes the retirement life requirements as they have again been changed and have been mandated by AD/GBK 117/25, but kept the re-identification of the affected parts in order to differentiate these parts from identically part numbered components used on the BO 105 series helicopter. The initial compliance date has remained unchanged from the initial issue date of 25 June 1995.



James Coyne  
Delegate of the Civil Aviation Safety Authority

20 July 2007