
AIRWORTHINESS DIRECTIVE

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 117/10 Amdt 2 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.

Kawasaki BK 117 Series Helicopters

**AD/GBK 117/10
Amdt 3**

Tail Boom Vertical Fin Spar

**5/2006
DM**

Applicability: Model BK 117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, and BK117C-1 helicopters.

Requirement:

1. Revise the KHI-BK117 Maintenance Manual to Revision No. 14 (or later approved revision) for Models KHI-BK 117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, and Revision No. 2 (or later approved revision) for Model KHI-BK117C-1.
2. Perform the inspections detailed in KSB-117-129C in accordance with the inspection interval and method specified in the KHI-BK117 Maintenance Manual, revised by Requirement 1.

If the inspection results exceed the allowable limit specified in the KHI-BK117 Maintenance Manual, before further flight, contact KHI Customer Service for technical advice.

Note 1: Kawasaki Service Bulletin No. KSB-117-129C refers.

Note 2: JCAB AD TCD-4605B-2006 refers.

Compliance: Initially, before further flight after 28 March 2006. Thereafter as specified in Requirement 2.

This Amendment becomes effective on 28 March 2006.

Background: A report was received of a fatal accident overseas where investigation revealed that the tail boom vertical fin had failed as a result of a fatigue crack that initiated on the left side of the vertical fin spar cap, and propagated across the cap and the web.

Amendment 1 required a reinforcement modification, while still requiring a repetitive inspection at increased periodicity.

Amendment 2 introduced the latest revision of the Requirement document which revised the modification procedures.

Kawasaki BK 117 Series Helicopters

AD/GBK 117/10 Amdt 3 (continued)

Amendment 3 is issued in response to a new JCAB AD, which transfers the inspection requirements of this Directive to the KHI-BK117 Maintenance Manual.

The original issue of this Airworthiness Directive became effective on 9 May 1997.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 March 2006