

KOKU-KU-KI-61		No. TCD-10467-2025
<p style="text-align: right;">Date of Issue: May 21, 2025</p> <p style="text-align: center;">Japan Civil Aviation Bureau</p> <p style="text-align: center;">TAIKUSEI-KAIZEN-TSUHO</p> <p style="text-align: center;">Airworthiness Directive</p>		
<p>1. This TAIKUSEI-KAIZEN-TSUHO is issued by the Japan Civil Aviation Bureau to correct an unsafe condition in a product which is shown in paragraph 2. Aircraft owners and operators are responsible for ensuring compliance with the requirements of this TAIKUSEI-KAIZEN-TSUHO that apply to the product.</p> <p>Note 1: Legal information for Japanese operators is omitted.</p> <p>Note 2: This is the English translation. In case of any difficulty, refer to the Japanese original text.</p>		
<p>2. Applies to:</p> <p>KAWASAKI BK117 C-2 helicopters, all serial number (S/N) equipped with Rescue Winch System with Rescue Hoist Assembly (hereinafter referred to as “Hoist”) having part number 44301-10-4 or 44301-10-7, and having S/N 40027, 40163, 40681, 40832, 40967, 41097 or 41167. (see Note 3 of this AD)</p> <p>Note 3: S/N indicates the S/N for which the overload clutch has been replaced as instructed by KSB-117-361 (Rev.F or later). If the overload clutch has not been replaced under the instructions of KSB-</p>		

117-361 (Rev.F or later), the first character of the S/N is “0”. If the first character of the S/N is “0”, it is also covered by this AD.

3. Compliance is required as indicated, unless already accomplished.

To prevent injuries to a human load, or to person on ground due to the failure of a Hoist equipped with an improperly manufactured overload clutches, accomplish the following.

3.1 For a Hoist of a Rescue Winch System installed on helicopters, within the compliance times specified in paragraph 3.1.1 or 3.1.2, whichever occurs later (see Note 4 of this AD), and for Spare Parts, within 24 months from the last overload clutch replacement date or manufacture date (see Note 5 of this AD) or one month after the effective date of this AD, whichever occurs later, send the Hoist to Onboard Systems or Onboard Systems authorized factory in accordance with Kawasaki Service Bulletin No. KSB-117-493 or JCAB approved revision (hereinafter referred to as “SB”), paragraph (c) in Section 9.

3.1.1 24 months or 1200 hoist cycles after the last overload clutch replacement date or manufacture date (see Note 5 of this AD), whichever occurs first.

3.1.2 After the effective date of this AD, 1 month or 50 hoist cycles, whichever occurs first.

Note 4: If 24 months or 1200 hoist cycles, whichever occur first, have not elapsed since the last overload clutch replacement date or manufacture date on the effective date of this AD, paragraph 3.1.1 shall be applied. However, if 24 months or 1200 hoist cycles, whichever occurs first, have elapsed since the last overload clutch replacement date or manufacture date within 1 month or 50 hoist cycles, whichever comes first, after the effective date of this AD,

paragraph 3.1.2 shall be applied. And if 24 months or 1200 hoist cycles, whichever occurs first, have elapsed since the last overload clutch replacement date or manufacture date on the effective date of this AD, paragraph 3.1.2 shall be applied.

Note 5: If the overload clutch has not yet been replaced, apply the manufacture date.

3.2 In accordance with SB, paragraph (d) in Section 9, after shipping and return required by paragraph 3.1 of this AD, confirm that it is recorded on the Rescue Winch System Log Card that work has been accomplished in accordance with Onboard Systems Service Bulletin 44301-398-01.

3.3 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

4. Remarks

4.1 This AD becomes effective on June 3, 2025.

4.2 Omitted. (Reporting requirement for Japanese Operators)

4.3 Kawasaki Service Bulletin No. KSB-117-493 dated April 4, 2025, and later JCAB approved revisions pertain to this subject.

4.4 Omitted. (Note for Japanese Operators.)