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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2, BK117 C-1 and BK117 C-2 helicopters.

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

To prevent loss of control of the helicopter due to the cracks in the bellcrank attachment arm of the tail rotor transmission, which could lead to disconnection of the bellcrank attachment arm from the tail rotor transmission, accomplish the following.

2.1 Within 100 flight hours (FH) after the effective date of this AD, visually inspect the bellcrank attachment arm of the tail rotor transmission having Part Number 4639 003 001, 4639 003 007 or 4639 003 009 in accordance with the instructions of Kawasaki Service Bulletin No. KSB-117-440 or any further JCAB-approved revision (hereinafter referred to as SB).

2.2 If, during any inspection as required by paragraph 2.1 of this AD, any crack or anomaly is detected, before next flight, accomplish a penetrant inspection, repair or replace in accordance with SB.

2.3 From the effective date of this AD, it is allowed to install a tail rotor transmission on a helicopter provided it passed the inspection as required by paragraph 2.1 of this AD.

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

3. Remarks

3.1 This AD becomes effective on April 27, 2018.

3.2 Kawasaki Service Bulletin No. KSB-117-440 dated April 11, 2018 and

later JCAB approved revisions pertain to this subject.

This is the English translation. In case of any difficulty, refer to the Japanese original text.