



## Airworthiness Directive

**AD No.:** 2024-0131

**Issued:** 08 July 2024

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:** 22 July 2024

**TCDS Number(s):** EASA.R.010

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 62 – Main Rotor – Control Rod Assembly / Pitch Link Assembly – Inspection

---

### Manufacturer(s):

Airbus Helicopters (AH) Deutschland GmbH, formerly Eurocopter Deutschland GmbH; Kawasaki Heavy Industries, Ltd.; and Airbus Helicopters Inc., formerly American Eurocopter LLC

### Applicability:

MBB-BK117 C-2 and D-2 helicopters, all variants, all serial numbers (s/n).

### Definitions:

For the purpose of this AD, the following definitions apply:

**The ASB:** AH Alert Service Bulletin (ASB) MBB-BK117-62-33-0001.

**Affected part(s):** Control rod assembly and pitch link assembly, having Part Number (P/N) 105-13122, P/N B623M3001101, P/N D623M3201101 or P/N D623M3201102.

### Reason:

Occurrences were reported of significant wear of the spherical bearings of affected parts.

This condition, if not detected and corrected, could lead to erroneous pitch and/or oscillations of main rotor blades, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.



For the reason described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s) and reporting of inspection results.

This AD is considered to be an interim action and further AD action may follow.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### **Inspection(s):**

- (1) Before exceeding 100 flight hours after the effective date of this AD, inspect each affected part for play in accordance with the instructions of the ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, any play on any affected part is detected, before next flight, measure the radial play of the two spherical bearings of that affected part in accordance with the instructions of the ASB.

#### **Corrective Action(s):**

- (3) If the radial play of any spherical bearing of an affected part, measured as required by paragraph (2) of this AD, is greater than 0.10 mm, accomplish the applicable corrective actions in accordance with the instructions of, and within the compliance time specified in, the ASB.
- (4) Replacing the affected parts of a helicopter with (different) affected parts, equipped with spherical bearings having a radial play, measured as required by this AD, equal to or less than 0.10 mm, is an acceptable alternative method to comply with the requirements of paragraph (3) of this AD.

#### **Reporting:**

- (5) Within 7 days after the measurement as required by paragraph (2) of this AD, report the measurement results (including those equal to, or less than, 0.10 mm) to AH. Using the on-line questionnaire referenced in the ASB is an acceptable method to comply with this requirement.

#### **Ref. Publications:**

Airbus Helicopters ASB MBB-BK117-62-33-0001 dated 05 June 2024.

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 06 June 2024 as PAD 24-064 for consultation until 04 July 2024. 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](mailto: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;  
Web portal: <https://airbusworld.helicopters.airbus.com>  
E-mail: [costumersupport.helicopters@airbus.com](mailto:costumersupport.helicopters@airbus.com).

