



Airworthiness Directive

AD No.: 2025-0217

Issued: 01 October 2025

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):

BO105 and MBB-BK117 helicopters

Effective Date: 15 October 2025

TCDS Number(s): EASA.R.010 and EASA.R.011

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Fork Lever – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH, Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH; Airbus Helicopters Inc., formerly American Eurocopter LLC; Eurocopter Canada Ltd, formerly Messerschmitt-Bölkow-Blohm Helicopter Canada Ltd.

Applicability:

BO105 A, BO105 C, BO105 D, BO105 S and BO105 LS A-3 (see Note 1 of this AD) helicopters, all variants, all serial numbers (s/n), and

MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all variants, all s/n.

Note 1: BO105 LS A-3 helicopters, modified in accordance with EASA Supplemental Type Certificate (STC) 10039633, or previously by LBA STC EMZ NR. 0654/3058 (so called "Superlifter"), are affected by this AD.

Definitions:

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



The ASB: AH Alert Service Bulletin (ASB) MBB-BK117-40A-120, BO105-40A-112 or BO105LS-40A-17, as applicable.

Affected part: Fork lever, having Part Number (P/N) P/N 105-42122.01, P/N 117-421221.01 or P/N 117-421231.02.

Serviceable part: An affected part that, before installation, passed an inspection (no cracks found) in accordance with the instructions of the ASB.

Reason:

An occurrence of a crack was reported on the affected part of an MBB-BK117 helicopter.

This condition, if not detected and corrected, could lead to failure of the affected part, possibly resulting in loss of control of the helicopter.

Due to similarity of design, the same condition could also affect BO105 helicopters.

To address this potential unsafe condition, AH issued the ASB, providing instructions for a one-time inspection of affected parts.

For the reason described above, this AD requires a one-time inspection of affected parts and, depending on findings, replacement and reporting.

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 actions required by this AD have been already accomplished:

Inspection:

- (1) Within 110 flight hours or 1 month, whichever occurs first after the effective date of this AD, inspect the affected part for cracks and the mixing lever assembly for condition in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any crack is found on an affected part, before next flight, replace that affected part by a serviceable part in accordance with the instructions of the ASB.
- (3) If, during the inspection of the mixing lever assembly, as required by paragraph (1) of this AD, any discrepancy is found, as identified in the ASB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the ASB.

Reporting:

- (4) If, during the inspection as required by paragraph (1) of this AD, any crack is found on an affected part, within 30 days after that inspection, or after the effective date of this AD,



whichever occurs later, report the inspection results to AHD. The ASB provides instructions which constitute an acceptable method to comply with this requirement.

Part(s) Installation:

- (5) From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that, before installation, it passed an inspection (no cracks found) in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB MBB-BK117-40A-120 original issue dated 23 September 2025.

AH ASB BO105-40A-112 original issue dated 23 September 2025.

AH ASB BO105LS-40A-17 original issue dated 23 September 2025.

The use of later approved revisions of the above-mentioned documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 29 October 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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: customersupport.helicopters@airbus.com.

