



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-118

Issued: 29 August 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.010

Foreign AD: not applicable

Supersedure: This AD supersedes Luftfahrt-Bundesamt (LBA) AD 97-276 dated 25 September 1997.

ATA 63 – Main Rotor Drive – Main Rotor Mast – Inspection

Manufacturer(s):

Eurocopter Deutschland GmbH, Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH

Applicability:

MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers (s/n).

Reason:

Cracks were detected in the rotor mast flange of a BO105 helicopter. It was determined that, due to similarity of design, the same defect could develop on MBB-BK117 helicopters.

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

To address this unsafe condition, Eurocopter Deutschland (ECD) issued Alert Service Bulletin (ASB) ASB-MBB-BK 117-10-114, providing inspection instructions, and LBA issued AD 97-276 requiring repetitive inspections.



Since that AD was issued, Airbus Helicopters (AH) determined that the reinforced rotor mast part number (P/N) 4639 305 095 (which is part of rotor mast assembly P/N 4639 205 016) is not affected by this unsafe condition, and revised ASB-MBB-BK 117-10-114 accordingly.

For the reason described above, this AD partially retains the requirements of LBA AD 97-276, which is superseded, and requires repetitive inspections only for helicopters equipped with rotor mast P/N 4639 305 002, which is part of rotor mast assembly P/N 4639 205 011.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, Group 1 helicopters are equipped with rotor mast assembly having P/N 4639 205 011 (including rotor mast P/N 4639 305 002). Group 2 helicopters are not equipped with rotor mast assembly having P/N 4639 205 011.

Repetitive Inspection:

- (1) For Group 1 helicopters: Before next flight after 25 September 1997 [the effective date of LBA AD 97-276] and, thereafter, at intervals not exceeding 100 flight hours, visually inspect the rotor mast flange in accordance with the instructions of AH ASB-MBB-BK 117-10-114 Revision 1.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, as applicable, any crack is found, before next flight, contact AHD for applicable instructions and accomplish those instructions accordingly.

Credit:

- (3) Inspection(s) and corrective action(s) accomplished on a helicopter before the effective date of this AD in accordance with the instructions of the original issue of ASB-MBB-BK 117-10-114 are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that helicopter.

Terminating Action:

- (4) None.

Part Installation:

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install (see Note 2 of this AD) on any helicopter a rotor mast assembly P/N 4639 205 011, or a main gearbox (MGB) equipped with a rotor mast assembly P/N 4639 205 011, provided the rotor mast is new, or provided that, before installation, the rotor mast flange passes an inspection in accordance with the instructions of AH ASB-MBB-BK 117-10-114 Revision 1. Following installation, the rotor mast flange must be inspected as required by paragraph (1) of this AD.

Note 2: For the purpose of this AD, removing a rotor mast assembly or MGB from a helicopter and re-installing that rotor mast assembly or MGB on the same helicopter does not constitute 'installation'.



Ref. Publications:

ECD ASB-MBB-BK 117-10-114 original issue dated 27 August 1997, or AH ASB MBB-BK117-10-114 Revision 1 dated 28 July 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 26 September 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact:
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