



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-030**

**Issued: 01 March 2018**

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-BK 117 helicopters

**Effective Date:** [TBD: 7 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Main Rotor – Blades Thimble – 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)

#### 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.

#### Definitions:

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117-10A-137.

**Affected 'angle 0' parts:** Main rotor (M/R) blades as identified in section 1.A.1 paragraph c) of the ASB.

**Affected 'angle 1' parts:** M/R blades as identified in section 1.A.1 paragraph b) of the ASB.



**Groups:** Group 1 helicopters are those with an affected ‘angle 0’ or ‘angle 1’ part installed. Group 2 helicopters are those that do not have an affected ‘angle 0’ or ‘angle 1’ part installed.

**Reason:**

As a result of re-investigation of the M/R blade loop area, reduced thresholds and intervals for the inspection of the M/R blades thimble have been determined.

Failure to accomplish the inspection at the reduced intervals may result in failure of a M/R blade, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing instructions for inspection at reduced thresholds and intervals.

For the reason described above, this AD requires implementing the new thresholds and intervals.

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

Required as indicated, unless accomplished previously:

**Repetitive Inspections:**

- (1) For Group 1 helicopters: Before exceeding the thresholds as identified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values as identified in Table 2 of this AD, as applicable, inspect each M/R blade thimble in accordance with the instructions of the ASB.

Table 1 – Inspection Threshold (see Notes 1 and 2 of this AD)

Affected Parts	Compliance Time
Angle 0	Within 600 (*) flight hours (FH), or within 100 FH after the effective date of this AD, whichever occurs later, without exceeding 1 600 FH
Angle 1	Within 100 (*) FH, or within 50 FH after the effective date of this AD, whichever occurs later, without exceeding 950 FH

Table 2 – Next Inspection and Interval (see Notes 1 and 2 of this AD)

Affected Parts	Compliance Time
Angle 0	Within 300 (*) FH, or within 100 FH after the effective date of this AD, whichever occurs later, without exceeding 600 FH, and, thereafter, at intervals not to exceed 300 (*) FH
Angle 1	Within 100 (*) FH, or within 50 FH after the effective date of this AD, whichever occurs later, without exceeding 200 FH, and, thereafter, at intervals not to exceed 100 (*) FH

Note 1: Unless otherwise specified, the FH specified in Table 1 of this AD are those accumulated since first installation of an affected M/R blade on a helicopter. Unless otherwise specified, the FH specified in Table 2 of this AD are those accumulated since the previous MRB thimble inspection.



Note 2: A non-cumulative tolerance of 10% may be applied to the values marked with (\*) in Table 1 and Table 2 of this AD to allow synchronization of each inspection with other maintenance tasks for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

**Corrective Actions:**

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack or anomaly is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

**Terminating Action:**

- (3) Accomplishment of corrective action(s) on a helicopter, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

**Parts Installation:**

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected 'angle 0' or 'angle 1' part on a helicopter, provided that, following installation, the M/R blade is inspected as required by this AD.

**Recording AD Compliance:**

- (5) Amending the Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, to incorporate the thresholds and intervals as identified in Table 1 and Table 2 of this AD, as applicable, ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 3: For affected helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (5) of this AD, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

AH ASB MBB-BK117-10A-137 original issue dated 19 February 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 15 March 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany



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