



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-166**

**Issued: 03 December 2018**

Note: This Proposed Airworthiness Directive (PAD) 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.

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 : 7 days after AD issue date]

**TCDS Numbers:** EASA.R.010

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 67 – Rotors Flight Control – Main Rotor Actuator – Inspection

---

### Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH;  
Airbus Helicopters Inc., formerly American Eurocopter LLC

### Applicability:

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

### Definitions:

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

**The applicable ASB:** Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117 C-2-67A-026 and MBB-BK117 D-2-67A-008, as applicable.

**Affected part:** Main rotor actuator (MRA) having Part Number (P/N) B673M30A1002 or P/N D673M30A1003.

**Serviceable part:** A MRA which is not an affected part; or an affected part which has accumulated 0 flight hours (FH) since new or since last overhaul, as applicable; or an affected part that, before



installation, has passed an inspection (no defects found) in accordance with the instructions of Section 3.B.2 of the ASB.

**Groups:** Group 1 are MBB-BK117 C-2 helicopters having s/n up to 9827 inclusive and MBB-BK117 D-2 helicopters having s/n up to 20225 inclusive. Group 2 helicopters are all MBB-BK117 C-2 and MBB-BK117 D-2 helicopters having another s/n.

**Reason:**

An occurrence was reported on an AHD EC135 helicopter of increased control force in the collective axis. Subsequent inspections identified that a nut on a piston of the MRA was cracked and displaced.

This condition, if not detected and corrected, could lead to loss of control of the helicopter, possibly resulting in damage to the helicopter and/or injury to occupants.

Due to similarity of design, this condition may affect also MBB-BK117 C-2 and D-2 helicopters.

To address this unsafe condition, AH issued the applicable ASB, providing instructions to visually inspect the affected parts, and to report the inspection results to AHD.

For the reasons described above, this AD requires a one-time inspection of the affected parts and reporting of inspection results to AHD. This AD also provides criteria to allow installation of an affected part.

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

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

Required as indicated, unless accomplished previously:

**Inspection:**

- (1) For Group 1 helicopters: Within 3 months or 50 FH, whichever occurs first after the effective date of this AD, inspect each nut (3) on each piston of the affected part in accordance with the instructions of Section 3.B.2 of the ASB.

**Reporting:**

- (2) Within 15 days after the inspection as required by paragraph (1) of this AD or within 15 days after the effective date of this AD, whichever occurs later, report the inspection results to AHD. This can be done in accordance with the instructions of the ASB.

**Corrective action:**

- (3) If, during the inspection as required by paragraph (1) of this AD, any damage or finding, as identified in the ASB, is detected, before next flight, contact AHD for approved instructions and accomplish those instructions accordingly.
- (4) Replacement of an affected part on a helicopter with a serviceable part in accordance with the instructions of the applicable Aircraft Maintenance Manual is an acceptable alternative method to comply with the requirement of paragraph (3) of this AD for that helicopter.



**Parts Installation:**

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

AH ASB MBB-BK117 C-2-67A-026 original issue dated 28 November 2018.

AH ASB MBB-BK117 D-2-67A-008 original issue dated 28 November 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 17 December 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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  
Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 41  
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

