



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-006

**Issued:** 08 January 2025

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 - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 62 – Main Rotor – Main Rotor Head – Inspection / Re-identification

### Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH, Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm (MBB) 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).

### Definitions:

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117-10A-140 Revision 1.

**The SI:** MBB Helicopters Service Information (SI) SI-MBB-BK 117-17.

**Affected part:** Any main rotor head (MRH) having Part Number (P/N) 117-141071 or P/N 117-141081, except those which passed a consistency check (no discrepancies detected) and have been reidentified, as applicable, as required by this AD.



**Serviceable part:** Any MRH, eligible for installation in accordance with AH instructions, which is not an affected part.

**Reason:**

An occurrence was reported of two MRHs having the same P/N and the same s/n. During following investigation, it was determined that the SI, providing instructions to modify an MRH from P/N 117-141061 configuration to P/N 117-141071 configuration, does not provide instructions to update the s/n of that MRH.

This condition, if not detected and corrected, could lead to two MRHs having the same P/N and s/n, and, in case of mishandling of the log cards, operation of an MRH, and of critical parts which are part of it, beyond their certified limits.

To address this potential unsafe condition, AH issued the ASB, providing instructions for a consistency check of the MRH and its log card, and for reidentification of those MRHs which have been modified in accordance with the instructions of the SI. AH also issued the Information Notice 4055-I-62, cancelling the SI.

For the reasons described above, this AD requires accomplishment of an MRH consistency check, and reidentification of certain MRHs. This AD also regulates the installation of an MRH.

**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:

**MRH Log Card – Consistency Check:**

- (1) Within 330 flight hours or 15 months, whichever occurs first after the effective date of this AD, accomplish a consistency check of the MRH configuration and its log card in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during the consistency check as required by paragraph (1) of this AD, any discrepancy, as defined in the ASB, is detected, before next flight, contact AH for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) Replacing the MRH of a helicopter with a serviceable part in accordance with the instruction of the applicable maintenance manual is an acceptable method to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that helicopter.

**MRH Log Card – Review:**

- (4) If, during the consistency check as required by paragraph (1) of this AD, no discrepancy, as defined in the ASB, is detected, review the MRH log card to determine whether the MRH has been modified in accordance with the instructions of the SI.

**Reidentification:**

- (5) If, during the log card review as required by paragraph (4) of this AD, it is determined that the MRH has been modified in accordance with the instructions of the SI, before next flight,



reidentify the MRH and its log card with suffix '-061' next to the s/n, in accordance with the instructions of the ASB.

**Credit:**

- (6) Accomplishment, before the effective date of this AD, of a consistency check of the MRH configuration of a helicopter and its log card, in accordance with the instructions of section 3.B.3 of AH ASB MBB-BK117-10A-140 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD for that helicopter.

**Part(s) Installation:**

- (7) From the effective date of this AD, do not install an affected part on any helicopter.

**Ref. Publications:**

AH ASB MBB-BK117-10A-140 original issue dated 02 October 2024 and Revision 1 dated 29 October 2024.

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 05 February 2025.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
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: + 33 (0)4 42 85 97 97;  
Web portal: <https://airbusworld.helicopters.airbus.com>  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

