

KOKU-KU-KI-29

No. TCD-8021-2012

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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 series helicopters

2. Compliance is required as indicated, unless already accomplished.

To prevent excessive wear on the close-tolerance bolt and nut by which the tail rotor head was attached, accomplish the following.

2.1 Before next flight after the effective date of this AD and thereafter at intervals not to exceed 100 flight hours, inspect the flapping hinge in accordance with Kawasaki Service Bulletin No. KSB-117-346 or any further JCAB-approved revisions (hereinafter referred to as SB).

2.2 If, as a result of the inspection required by paragraph 2.1 of this AD, the flapping hinge has defects perform the detailed inspection of the close-tolerance bolt and nut in accordance with SB.

2.3 If, as a result of the detailed inspection required by paragraph 2.2 of this AD, the bolt has cracks, deformation, mechanical damage and wear exceeding the tolerance identified in SB, before next flight, replace the bolt with a new bolt or repair the bolt in accordance with SB.

2.4 If, as a result of the detailed inspection required by paragraph 2.2 of this AD, the nut has mechanical damages and wear, before next flight, replace the nut with a new nut in accordance with SB.

2.5 If the detailed inspection required by paragraph 2.2 of this AD was performed, inform the result to KAWASAKI BK 117 product support group.

2.6 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

3. Remarks

3.1 This AD becomes effective on April 17, 2012.

3.2 Kawasaki Service Bulletin No.KSB-117-346 dated April 10, 2012 and later JCAB approved revisions pertain to this subject.

This is the English translation. In case of any difficulty, refer to the Japanese original text.

