

KOKU-KU-KI-990	No. TCD-10427-2025
<p>Date of Issue: March 31, 2025</p> <p>Japan Civil Aviation Bureau</p> <p>TAIKUSEI-KAIZEN-TSUHO</p> <p>Airworthiness Directive</p>	
<p>1. This TAIKUSEI-KAIZEN-TSUHO is issued by the Japan Civil Aviation Bureau to correct an unsafe condition in a product which is shown in paragraph 2. Aircraft owners and operators are responsible for ensuring compliance with the requirements of this TAIKUSEI-KAIZEN-TSUHO that apply to the product.</p> <p>Note 1: Legal information for Japanese operators is omitted.</p> <p>Note 2: This is the English translation. In case of any difficulty, refer to the Japanese original text.</p>	
<p>2. Applies to: KAWASAKI BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2, BK117 C-1 and BK117 C-2 helicopters with Manufacturing Serial Number specified in 2.1 or 2.2, equipped with Main Rotor Head (hereinafter referred to as “MRH”) Part Number (hereinafter referred to as “P/N”) 117-141071 or 117-141081.</p> <p>2.1 BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1: All manufacturing serial numbers</p> <p>2.2 BK117 C-2: Manufacturing serial numbers 4001 through 4005 inclusive</p>	

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

When a modification was made to an MRH with P/N 117-141061, its P/N was changed to 117-141071 and its serial number (hereinafter referred to as “S/N”) was not changed. This causes a possibility that the modified MRH has same P/N and S/N with a newly manufactured MRH with P/N 117-141071. To prevent incorrect lifetime management of MRH due to confusion of both MRH Log cards, accomplish the following.

3.1 Within 330 FH or 13 months whichever comes first after the effective date of this AD (for installed MRH), or before installation or 13 months whichever comes first after the effective date of this AD (for spare MRH), check consistency between P/N and S/N recorded on rotor star or inner sleeve of MRH, and P/N and S/N recorded on its MRH Log card, in accordance with paragraphs (1) and (2) in Section 9.1 of Kawasaki Service Bulletin No. KSB-117-487 or any further JCAB approved revision (hereinafter referred to as “the SB”).

3.2 After accomplishment of paragraph 3.1 of this AD, if the P/N and S/N of MRH are inconsistent as numbers recorded on the MRH Log card, before next flight (for spare parts, before installation), contact Kawasaki Heavy Industries for instructions and accomplish those instructions accordingly.

3.3 After accomplishment of paragraph 3.1 of this AD, if the P/N and S/N of MRH are consistent as numbers recorded on the MRH Log card, before next flight (for spare parts, before installation), check the MRH Log card for a record of a change to the MRH P/N, in accordance with paragraph (1) in Section 9.2 of the SB.

3.4 After accomplishment of paragraph 3.3 of this AD, if the P/N of MRH Log card change history exists, modify the S/N of MRH and MRH log card in accordance with paragraph (2) in Section 9.2 of the SB.

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

4. Remarks

4.1 This AD becomes effective on April 13, 2025.

4.2 Omitted. (Reporting requirement for Japanese Operators)

4.3 Kawasaki Service Bulletin No. KSB-117-487 dated January 15, 2025 and later JCAB approved revisions pertain to this subject.

4.4 Omitted. (Note for Japanese Operators)