

KU-KEN-888

No.TCD 2589-2-90

Date July 23, 1990

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Kawasaki BK117 Series Helicopters with tail rotor blade P/N 117-31742 S/N 63 through S/N 82, except for the helicopters which have the tail rotor blades whose erosion protective shells have been inspected or rebonded by the blade manufacturer (MBB).

Note. The tail rotor blade P/N 117-31742 is not installed on model BK117.

2. Compliance required as indicated, unless already accomplished.

To prevent separation of erosion protective shell of tail rotor blades due to possible improper bonding, accomplish the following:

- 2.1 For tail rotor blades with less than 5 hours time in service on the effective date of this AD, replace the blades with serviceable ones before further flight in accordance with KAWASAKI BK117 Maintenance Manual (hereinafter referred to as MM), paragraph 34-3 and 34-5.
- 2.2 For tail rotor blades with more than or equal to 5 hours time in service on the effective date of this AD, before each flight, inspect erosion protective shell of the blades for separation in accordance with MM, paragraph 34-2, step 2, "Inspect metal parts for separation".
- 2.3 In the above inspection, if bonding separation exceeds

permissible limits prescribed in paragraph 34-2 of MM, before further flight, replace the affected blade with serviceable one in accordance with MM, paragraph 34-3 and 34-5.

- 2.4 Tail rotor blades in stock (P/N 117-31742 S/N 63 through S/N 82 except for the tail rotor blades of which erosion protective shells have been inspected or rebonded by the blade manufacturer (MBB) ) with less than 5 hours time in service on the effective date of this AD, must not be installed.

Note. The tail rotor blades whose erosion protective shells have been inspected or rebonded by the manufacturer can be identified from their historical records stating "Service Bulletin SB-MBB-BK117-30-1 accomplished".

- 2.5 Alternate means of compliance with AD may be used, if approved by Director-General of Japan Civil Aviation Bureau.

### 3. Remarks

- 3.1 This AD amends AD No. TCD-2589-1-87 dated July 15, 1987.  
3.2 This AD becomes effective on August 27, 1990.  
3.3 Kawasaki Service Bulletin KSB-117-027B dated July 5, 1990 or later JCAB approved revisions pertain to this AD.