Airworthiness Directive

AD No.: 2025-0284

Issued: 16 December 2025

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS DEFENCE AND SPACE GmbH

Type/Model designation(s):
Bölkow BO 208 and BO 209 aeroplanes

Effective Date: 30 December 2025

TCDS Number(s): EASA.A.357 and EASA.A.358

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Rudder Control System / Drive – Inspection

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Manufacturer(s):
Bölkow-Apparatebau GmbH, Waggon- und Maschinenbau AG - Siebelwerke ATG GmbH, Messerschmitt-Bölkow-Blohm GmbH, Pneuma-Technik

Applicability:
Bölkow BO 208 C Junior and Bölkow Junior aeroplanes, all serial numbers (s/n);

Bölkow BO 209 MONSUN and Bölkow BO 209 S aeroplanes, all s/n.

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

Affected part: Any rudder drive having Part Number (P/N) 208-31014 for BO 208 aeroplanes or P/N 209-35264 for BO 209 aeroplanes.

The SB: Airbus Defence and Space GmbH (AD&S) Service Bulletin (SB) BO208-SB-002/2025 or SB BO209-SB-002/2025 Issue 2, as applicable.

Serviceable part: An affected part which is new (not previously installed on any aeroplane); or an affected part which accumulated less than 5 years after having passed an inspection (no

discrepancy detected) and application of corrosion inhibitor in accordance with the instructions of the SB.

Reason:

Occurrences of corrosion damage have been reported on the rudder drive installed on BO 209 aeroplanes.

This condition, if not detected and corrected, could reduce the structural integrity of the rudder drive, possibly leading to reduced control of the aeroplane. Due to the similarity of the drive tube design, BO 208 aeroplanes may be affected by a similar condition.

To address this potential unsafe condition, AD&S published the SB, as defined in this AD, providing instructions for inspection, corrective actions, and for application of corrosion inhibitor.

For the reason described above, this AD requires repetitive inspections of the affected part and corrosion inhibitor application.

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:

Repetitive Inspection:

(1) Within 2 months after the effective date of this AD, and, thereafter, at intervals not exceeding 5 years, inspect the affected part in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as specified in the SB, is detected on an affected part, before next flight, accomplish the applicable corrective actions (replacement of the affected part with a serviceable part, and/or cleaning of the drainage hole, as applicable) in accordance with the instructions of the SB.

Repetitive Corrosion Inhibition appliance:

(3) Before next flight after each accomplishment of the inspection and corrective actions, as required by paragraphs (1) and (2) of this AD, as applicable, apply corrosion inhibitor on the affected part in accordance with the instructions of the SB.

Credit:

(4) Inspections, corrective actions and corrosion inhibitor application, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of AD&S SB BO209-SB-002/2025 at original issue, are acceptable for compliance with the requirements of paragraphs (1) to (2) of this AD, as applicable, for that aeroplane.

Part(s) Installation:

(5) From the effective date of this AD, it is allowed to install on any aeroplane an affected part provided it is a serviceable part, as defined in this AD, and, thereafter, it is inspected as required by this AD (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (4) of this AD.

Ref. Publications:

AD&S SB BO208-SB-002/2025 original issue dated 01 December 2025.

AD&S SB BO209-SB-002/2025 original issue dated 21 August 2025, or issue 02 dated 01 December 2025.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 13 January 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact Airbus Defence and Space GmbH: Tel.: (+49) 8459 81 78834;
Mail: Lightweight-Aircraft@airbus.com.