Emergency Airworthiness Directive

AD No.: 2025-0298-E

Issued: 23 December 2025

Note: This Emergency 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:	Type/Model designation(s):
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 helicopters

Effective Date:	25 December 2025
TCDS Number(s):	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None

ATA 62 – Main Rotor – Swashplate – Inspection

Manufacturer(s):
Airbus Helicopters Deutschland GmbH; Kawasaki Heavy Industries Ltd.; and Airbus Helicopters Inc.

Applicability:
MBB-BK117 D-3 and D-3m helicopters, all serial numbers (s/n).

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

The ASB: Airbus Helicopters (AH) Emergency Alert Service Bulletin (EASB) MBB-BK117-62-32-0005.

AMM Inspection: Periodical inspection, as defined in the applicable AMM, 62-32-00, 6-6, "Swashplate Gimbal Suspension – Swashplate".

Bolt: Any bolt having Part Number (P/N) D623M2050206.

Reason:
An occurrence of excessive wear on the bearing bolts connecting the cardan ring and the control ring assembly was reported during maintenance on a helicopter.

This condition, if not detected and corrected, could lead to rupture of the bolts, and reduced control of the helicopter.

While investigations are ongoing to identify the root cause, AH issued the EASB, as defined in this AD, providing instructions for repetitive inspections of the swashplate.

For the reason described above, this AD requires repetitive inspections of the swashplate and, depending on findings, accomplishment of corrective actions.

This AD is considered to be an interim action and further AD action may follow.

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:

Inspection:

(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values as specified in Table 2 of this AD, as applicable, inspect the swashplate, including the bolts, in accordance with the instructions of the EASB.

Table 1 – Initial Inspection – Compliance Time

Bolt status	**Compliance Time**
AMM inspection never accomplished on one bolt installed on the swashplate	Within 830 FH since new accumulated by that bolt (see Note 1 of this AD) or 10 FH after the effective date of this AD, whichever occurs later
AMM inspection accomplished on all bolts installed on the swashplate	Within 430 FH since last AMM inspection, or 10 FH after the effective date of this AD, whichever occurs later

Note 1: If the FH since new of the bolt are unknown, the FH since new of the swashplate must be used instead.

Table 2 – Repetitive Inspection – Interval

Vertical/Radial Play [mm] (see Note 2 of this AD)	**Interval**
No vertical/radial play, or bolt replaced	Within 150 FH
Vertical/Radial play ≤ 0.2	Within 150 FH
0.2 < Vertical/Radial play ≤ 0.3	Within 130 FH
0.3 < Vertical/Radial play ≤ 0.6	Within 90 FH
0.6 < Vertical/Radial play ≤ 0.8	Within 60 FH
0.8 < Vertical/Radial play ≤ 1.0	Within 40 FH

Note 2: The highest vertical/radial play measured during an inspection must be used to determine the interval for the subsequent inspection

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, the measured vertical/radial play at any bolt location is more than 1.0 mm, within the compliance time as specified in Table 3 of this AD, replace that bolt in accordance with the instructions of the EASB.

Table 3 – Bolt(s) Replacement – Compliance Time

Vertical/Radial Play	Compliance Time (after the inspection)
1.0 < Vertical/Radial play ≤ 1.2	Within 15 FH
More than 1.2 mm	Before next flight

Corrective Action(s):

(3) None.

Part(s) Installation:

(4) From the effective date of this AD, it is allowed to install a bolt, as defined in this AD, on an helicopter, provided that bolt is new or that, before next flight after installation, the swashplate of the helicopter is inspected as required by paragraph (1) of this AD.

Ref. Publications:

AH EASB MBB-BK117-62-32-0005 original issue dated 23 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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 Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany;

Web portal: https://airbusworld.helicopters.airbus.com
E-mail: customersupport.helicopters@airbus.com.