

Airworthiness Directive

AD No.: 2026-0050

Issued: 11 March 2026

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 HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135 and MBB-BK117 helicopters

Effective Date: 18 March 2026

TCDS Number(s): EASA.R.009 and EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 22 – Auto Flight – Automatic Flight Control System – Functional Check Flight

Manufacturer(s):

Airbus Helicopters (AH); Airbus Helicopters Deutschland GmbH; Kawasaki Heavy Industries Ltd.; and Airbus Helicopters Inc.

Applicability:

EC135 P3 and EC135 T3 helicopters, serial numbers (s/n) 2001 and up;

MBB-BK117 D-2 (all variants), D-3 and D-3m helicopters, all s/n.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC135-22-12-0002 issue 001 or ASB MBB-BK117-22-12-0001 issue 002, as applicable.

Groups:

Group 1 helicopters are EC135 helicopters equipped with HELIONIX V11; and MBB-BK117 D-2 (all variants), D-3 and D-3m helicopters, in any of the following configurations:

- Equipped with HELIONIX V10.
- Equipped with HELIONIX V10.1.

Group 2 helicopters are those which are not Group 1.

Affected Maintenance Action: Any of the following maintenance actions:

- Replacement of the collective trim.
- Change of the setting of the collective weight compensation.
- Change of the setting of the collective friction brake.

Reason:

Occurrences of uncommanded loss of altitude were reported on helicopters during flight in stabilized level with Automatic Flight Control System (AFCS) upper modes engaged.

Relevant investigations identified the root cause of that behaviour in changes introduced in the collective override detection algorithm, which have been implemented with certain HELIONIX software versions.

This condition, if not detected and corrected, could lead to further occurrences, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions for a maintenance check flight and, depending on findings, adjustment of the collective weight compensation.

For the reason described above, this AD requires to accomplish a maintenance check flight and, depending on the findings, corrective actions and limitations.

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:

Functional Check Flight:

- (1) For Group 1 helicopters: Within 50 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, accomplish a functional check flight in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the functional check flight as required by paragraph (1) of this AD, an override detection or an altitude deviation of more than 100 feet is reported:
 - (2.1) Before next flight, implement the additional limitation as identified in Appendix 1 of this AD.
 - (2.2) Within 100 FH or 90 days, whichever occurs first, accomplish the 'adjustment of the collective controls' in accordance with the instructions of the ASB.
 - (2.3) During the next flight after the 'adjustment of the collective controls', as required by paragraph (2.2) of this AD, accomplish a functional check flight in accordance with the instructions of the ASB.



- (3) Amending the Rotorcraft Flight Manual of a helicopter by inserting a copy of Appendix 1 of this AD is an acceptable method to comply with the requirements of paragraph (2.1) of this AD for that helicopter.
- (4) If, during a functional check flight accomplished in accordance with the instructions of the ASB after the 'adjustment of the collective controls', as required by paragraph (2.2) of this AD, no override detection and no altitude deviation of more than 100 feet are reported on a helicopter, the additional limitations, as required by paragraph (2.1) of this AD, is no longer required and can be removed, as applicable, from the RFM of that helicopter.

Credit:

- (5) Functional check flights and corrective actions, as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of ASB MBB-BK117-22-12-0001 issue 001 are acceptable to comply with the requirements of this AD, as applicable, for that helicopter.

Additional requirements:

- (6) For Group 1 helicopters: From the effective date of this AD, it is allowed to accomplish an affected maintenance action, as defined in this AD, on a helicopter provided that:
 - (6.1) During the next flight after that affected maintenance action, a functional check flight is accomplished in accordance with the instructions of the ASB; and
 - (6.2) Depending on the findings of the functional check flight as required by paragraph (6.1) of this AD, the corrective actions as required by paragraph (2) of this AD are accomplished on that helicopter.
- (7) For Group 2 helicopters: From the effective date of this AD, it is allowed to modify a helicopter into a Group 1 helicopter provided that:
 - (7.1) During the next flight after that modification, a functional check flight is accomplished in accordance with the instructions of the ASB; and
 - (7.2) Depending on the findings of the functional check flight as required by paragraph (7.1) of this AD, the corrective actions as required by paragraph (2) of this AD are accomplished on that helicopter.

Ref. Publications:

AH ASB EC135-22-12-0002 issue 001 (original issue) dated 18 February 2026.

AH ASB MBB-BK117-22-12-0001 issue 001 (original issue) dated 18 February 2026 and issue 002 dated 02 March 2026.

The use of later approved revisions of the above-mentioned documents 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 08 April 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 Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://airbusworld.helicopters.airbus.com/>
E-mail: customersupport.helicopters@airbus.com.



Appendix 1

Additional Limitation

**FLIGHT BELOW 500 FT AGL: ATTENTIVE HANDS-ON OR
NO AFCS MODE ACTIVE ON THE COLLECTIVE AXIS.**

