



Airworthiness Directive

AD No.: 2026-0095R1

Issued: 17 June 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:

HELICOPTERES GUIMBAL

Type/Model designation(s):

Cabri G2 helicopters

Effective Date: Revision 1: 24 June 2026
Original issue: 14 May 2026

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2026-0095-E dated 12 May 2026.

ATA 63 – Main Rotor Drive – Main Rotor Mast – Inspection

Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, all serial numbers (s/n).

Definitions:

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

Affected part(s): Main gear boxes (MGB), having Part Number (P/N) G21-10-000, P/N G21-10-001, P/N G21-10-002 or P/N G21-10-003.

The SB: HG Service Bulletin (SB) 26-009.

The modification SB: HG SB 18-023.

Groups:

Group 1 helicopters are those that, on 14 May 2026, had an affected part installed during production, that thereafter, has not been removed from that helicopter.



Group 2 helicopters are those which are not Group 1 and are not Group 3.

Group 3 helicopters are those equipped with an affected part having s/n 825, 867, 875, 973, 1029, 1086, 1099, 1170 or s/n 1206.

Note A: Where, in this AD, reference is made to '14 May 2026', that must be read as 'the effective date of the original issue of this AD'.

Reason:

An occurrence was reported of a crack on the main rotor (MR) mast of a helicopter, which was detected by the maintenance organisation after the crew had reported an abnormal increase of vibration.

This condition, if not detected and corrected, could lead to failure of the MR mast, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, HG issued, as an interim precautionary measure, the SB, providing instructions for inspection of each affected part, and EASA issued AD 2026-0095-E to require inspections of the affected part and, depending on findings, to contact HG for applicable corrective action(s).

Since that AD was issued, it has been determined that a revision is required to remove typographical errors, clarify certain sentences, and to clarify that the allowance provided by this AD to accomplish a ferry-flight to reposition the helicopter is only valid until 14 August 2026. This AD is revised accordingly.

This AD is still considered 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(s):

- (1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the affected part in accordance with the instructions of the SB.

Table 1 – Compliance Time

Calendar time accumulated on 14 May 2026 from the issue date of the EASA Form 52 of that helicopter	Compliance Time
2 years or more	Before next flight (see Note 1 and 1A of this AD) after 14 May 2026
less than 2 years	Before exceeding 2 years from the issue date of the EASA Form 52, or within 150 flight hours (FH) after 14 May 2026, whichever occurs first



Note 1: If the inspection is required before next flight after 14 May 2026, one ferry-flight without passenger is allowed to position the helicopter to a maintenance location where that inspection can be performed.

Note 1A: The provisions of Note 1 of this AD do not apply to the inspection as required by paragraph (4) of this AD. Consequently, for a helicopter for which the initial inspection is required before next flight after 14 May 2026, the ferry-flight referenced in Note 1 of this AD is only allowed within 3 months after 14 May 2026.

- (2) For Group 2 helicopters: Within the compliance time as specified in Table 2 of this AD, as applicable, inspect the affected part in accordance with the instructions of the SB.

Table 2 – Compliance Time

Calendar time and FH accumulated on 14 May 2026 from the issue date of the EASA Form 1 for the last overhaul/repair/inspection of the MGB accomplished by HG	Compliance Time
9 months or more or 150 FH or more	Before next flight (see Note 1 and 1A of this AD) after 14 May 2026
less than 9 months and less than 150 FH	Before exceeding 9 months or 150 FH, whichever occurs first, since last overhaul, repair or inspection of the MGB accomplished by HG

- (3) For Group 3 helicopters: Before exceeding 2 years from the issue date of the EASA Form 1 for the last overhaul/repair/inspection of the MGB accomplished by HG, or within 150 FH after 14 May 2026, whichever occurs first, inspect the affected part in accordance with the instructions of the SB.
- (4) For Group 1, 2 and 3 helicopters: If not already accomplished as required by paragraph (1), (2) or (3) of this AD, as applicable, within 3 months after 14 May 2026, inspect the affected part in accordance with the instructions of the SB.
- (5) For Group 1, 2 and 3 helicopters: From 14 May 2026, in case a noticeable change in vibration or balancing abnormalities is reported, before next flight, inspect the affected part in accordance with the instructions of the SB (see Note 2 of this AD).

Note 2: The requirements of paragraph (5) of this AD are applicable for any helicopter and any installed affected part, independent of the Group this helicopter belongs to, the number of FH accumulated by the affected part, or the s/n hereof, and/or helicopters that (already) have been inspected before in accordance with the SB.



Corrective Action(s):

- (6) If, during any inspection as required by paragraph (1) to (5) of this AD, as applicable, any discrepancy as defined in the SB is detected, before next flight, accomplish the corrective actions as specified in the instructions of the SB.

Modification:

- (7) Before next flight after the inspection as required by paragraphs (1) to (5) of this AD, as applicable, modify each main rotor mast not having incorporated HG mod. 18-038 or the modification SB (see Note 3 of this AD).

Note 3: The picture in chapter 2.a. of HG SB 26-009 shows a MR mast on which HG mod. 18-038 or the modification SB has been incorporated (yellow chromate on the lower half of the mast, and grey finish paint on the upper half).

Reporting:

- (8) If, during any inspection accomplished in accordance with the SB, any discrepancy as defined in the SB is detected, within 14 days after that inspection or after 14 May 2026, whichever occurs later, report the results to HG.

Parts Installation:

- (9) For Group 1, 2 and 3 helicopters: From 14 May 2026, it is allowed to install an affected part on any helicopter, provided that:
- (9.1) The main rotor mast installed on that affected part has been modified in accordance with the instructions of the modification SB or has HG mod. 18-038 embodied; and
 - (9.2) Before installation, that part passed (no discrepancy found) an inspection in accordance with the instructions of the SB.
- (10) Replacement of the affected part on a helicopter with an affected part, as specified in paragraph (9) of this AD, is an acceptable alternative method to comply with the requirement of paragraph (6) of this AD for that helicopter. The HG maintenance manual (MM) J70-002 provides instructions which are acceptable to accomplish this replacement.

Ref. Publications:

HG SB 26-009 Revision A dated 09 May 2026, or Revision B dated 13 May 2026.

HG SB 18-023 Revision A dated 11 September 2018, or Revision B dated 22 November 2018, or Revision C dated 15 November 2019, or Revision D dated 21 December 2022.

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 15 July 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: Hélicoptères Guimbal – Customer Support, Aéroport d'Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France; Telephone: +33 (0) 4 4239 1088, Fax: +33 (0) 4 4239 1082, or E-mail: support@guimbal.com.

