Airworthiness Directive

AD No.: 2026-0127

Issued: 30 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:	Type/Model designation(s):
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 helicopters

Effective Date:	07 July 2026
TCDS Number(s):	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2025-0298-E dated 23 December 2025.

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 EASB: Airbus Helicopters (AH) Emergency Alert Service Bulletin (EASB) MBB-BK117-62-32-0005 Issue 002.

AMM Inspection: Periodical inspection, as defined in the applicable MBB-BK117 Aircraft Maintenance Manual (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.

To address this potential unsafe condition, AH issued the original issue of EASB MBB-BK117-62-32-0005, providing instructions for repetitive inspections of the swashplate. Consequently, EASA published AD 2025-0298-E to require repetitive inspections of the swashplate and, depending on findings, accomplishment of corrective actions.

Since that AD was issued, AH issued the EASB, as defined in this AD, which introduces an extension of the compliance time for the repetitive inspection and provides more detailed inspection instructions.

For the reasons described above, EASA AD 2025-0298-E is superseded updating the compliance time for repetitive inspections and introducing more detailed inspection instructions.

This AD is still 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 on 25 December 2025 [the effective date of EASA AD 2025-0298-E]	**Compliance Time**
AMM inspection never accomplished on one bolt installed on the swashplate	Within 830 flight hours (FH) since new accumulated by that bolt (see Note 1 of this AD) or 10 FH after 25 December 2025 [the effective date of EASA AD 2025-0298-E], whichever occurs later
AMM inspection accomplished on all bolts installed on the swashplate	Within 430 FH since last AMM inspection, or 10 FH after 25 December 2025 [the effective date of EASA AD 2025-0298-E], 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 and Note 3 of this AD)	**Interval**
Bolt replaced	Within 260 FH
0 ≤ Vertical/Radial play ≤ 0.1 and delta < 0.05 and more than 250 FH since last inspection	Within 530 FH
0 ≤ Vertical/Radial play ≤ 0.1 and delta < 0.05 and 250 FH or less since last inspection	Within 260 FH
0 ≤ Vertical/Radial play ≤ 0.1 and delta ≥ 0.05 or unknown	Within 260 FH
0.1 < Vertical/Radial play ≤ 0.2	Within 250 FH
0.2 < Vertical/Radial play ≤ 0.3	Within 240 FH
0.3 < Vertical/Radial play ≤ 0.6	Within 200 FH
0.6 < Vertical/Radial play ≤ 0.8	Within 170 FH
0.8 < Vertical/Radial play ≤ 1.0	Within 140 FH

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

Note 3: Where, in this AD, reference is made to 'delta', that must be read as "the difference in the measured Vertical/Radial play [mm] compared to the previous inspection". For a part which has been inspected for the first time since its first installation, the measured Vertical/Radial play must be used as delta to determine the interval for 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 [mm]	**Compliance Time (after the inspection)**
1.0 < Vertical/Radial play ≤ 1.2	Within 15 FH
More than 1.2	Before next flight

Terminating 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 a 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; and, thereafter, it is inspected as required by paragraph (1) of this AD.

Credit:

(5) Inspection(s) and corrective action(s), as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of AH EASB MBB-BK117-62-32-0005 at issue 001 (original issue) are acceptable for compliance with the requirements of paragraph (1) and (2) of this AD, as applicable, for that helicopter.

Ref. Publications:

AH EASB MBB-BK117-62-32-0005 Issue 001 (original issue) dated 23 December 2025 and Issue 002 dated 22 June 2026.

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 28 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: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
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