



Airworthiness Directive

AD No.: 2026-0151

Issued: 30 July 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 V 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 Vt 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 D-3 and D-3m helicopters

Effective Date: 06 August 2026

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0091 dated 08 May 2026.

ATA 63 – Main Rotor Drive – Rotor Hub-Shaft – Inspection

Manufacturer(s):

Airbus Helicopters (AH); 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: AH Emergency Alert Service Bulletin (EASB) MBB-BK117-63-21-0002 issue 003.

Affected Part: Rotor hub-shaft, manufacturer part number (MP/N) D623M1501203 and MP/N D623M1501204.

Reason:

An occurrence has been reported of a crack on the affected part of a helicopter, which was detected during the troubleshooting accomplished after the crew reported increased vibration of the helicopter.



This condition, if not corrected, could lead to failure of the main rotor transmission, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the original issue of EASB MBB-BK117-63-21-0002, providing instructions for a one-time visual inspection of the affected part. Consequently, EASA published AD 2026-0078-E to require a visual inspection of the affected parts, and, depending on findings, to contact AH for reporting and for applicable corrective action(s).

After that AD was issued, AH issued EASB MBB-BK117-63-21-0002 at issue 002 to update the compliance time inspection thresholds and add recurring visual inspections. Consequently, EASA issued AD 2026-0091, retaining the requirements of EASA AD 2026-0078-E, which was superseded, and additionally requiring repetitive visual inspections of the affected parts.

Since that AD was issued, AH issued the EASB, as defined in this AD, providing instructions for repetitive eddy current (EC) inspections and updating the compliance time for the affected part of helicopters used for hoist operations.

For the reasons described above, this AD retains the requirements of EASA AD 2026-0091, which is superseded, and additionally requires repetitive EC inspections and updates the compliance time to keep into account hoist operations.

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) Within the compliance time as identified in Table 1 of this AD, as applicable, accomplish a visual inspection of the affected part in accordance with the instructions of the EASB.

Table 1 – Initial Visual Inspection (see Note 1 and 2 of this AD)

Inspection Threshold	Compliance Time
900 FH TSN or less and 1 year TSM or less	Within 15 FH or 7 days, whichever occurs first after the affected part accumulates 900 FH TSN or 1 year TSM (whichever occurs first)
900 FH TSN or less and more than 1 year TSM	A or B, whichever occurs first: A) Within 15 FH or 7 days, whichever occurs first after the affected part accumulates 900 FH TSN or B) Within 15 FH or 7 days, whichever occurs first after 15 May 2026 [the effective date of EASA AD 2026-0091]



Inspection Threshold	Compliance Time
More than 900 FH TSN and less than 3 000 FH TSN	Within 15 FH or 7 days, whichever occurs first after 15 April 2026 [the effective date of EASA AD 2026-0078-E]
3 000 FH TSN or more	Before next flight after 15 April 2026 [the effective date of EASA AD 2026-0078-E]

Note 1: Unless otherwise specified, the flight hours (FH) time since new (TSN) specified in Table 1 of this AD are those accumulated on 15 April 2026 [the effective date of EASA AD 2026-0078-E] by the affected part since first installation on any helicopter.

Note 2: Unless otherwise specified, the time since manufacture (TSM) specified in Table 1 of this AD is the time accumulated on 15 May 2026 [the effective date of EASA AD 2026-0091] by the affected part since manufacturing. If unknown, the date of release of the EASA Form 52 of the helicopter (or equivalent statement of conformity) applies instead.

- (2) Within the compliance time as identified in Table 2 of this AD, as applicable, accomplish an EC inspection of the affected part in accordance with the instructions of the EASB.

Table 2 – Initial EC Inspection (see Note 3 and 4 of this AD)

Inspection Threshold	Compliance Time
900 FH TSN or less and 1 year TSM or less	Within 400 FH after accumulating 900 FH TSN or 1 year TSM, whichever occurs first
More than 900 FH TSN and less than 2 000 FH TSN or more than 1 year TSM and less than 2 years TSM	Within 400 FH after the effective date of this AD
2 000 FH TSN or more or 2 years TSM or more	Within 200 FH after the effective date of this AD

Note 3: Unless otherwise specified, the FH TSN specified in Table 2 of this AD are those accumulated on the effective date of this AD by the affected part since first installation on any helicopter.

Note 4: Unless otherwise specified, the TSM specified in Table 2 of this AD is that accumulated on the effective date of this AD by the affected part since manufacturing. If unknown, the date of release of the EASA Form 52 of the helicopter (or equivalent statement of conformity) applies instead.



- (3) From 15 April 2026 [the effective date of EASA AD 2026-0078-E], within 5 FH after each reporting of noticeable changes in vibrations, or balancing abnormalities of a helicopter, accomplish a visual inspection of the affected part in accordance with the instructions of the EASB (see Note 5 of this AD).

Note 5: The requirements of paragraph (3) of this AD are applicable for any affected part, disregarding the TSM and the number of FH TSN accumulated by that part.

Repetitive Inspection(s):

- (4) Within the compliance time as identified in Table 3 of this AD, as applicable, and, thereafter, at intervals not exceeding 100 FH or 1 year, whichever occurs first, accomplish a visual inspection of the affected part in accordance with the instructions of the EASB (see Note 6 of this AD).

Table 3 – Repetitive Visual Inspection (see Note 7 of this AD)

FH accumulated on 15 May 2026 [the effective date of EASA AD 2026-0091] after the inspection as required by paragraph (1) of this AD	Compliance Time
More than 100 FH	Within 15 FH or 7 days, whichever occurs first after 15 May 2026 [the effective date of EASA AD 2026-0091]
100 FH or less, or inspection not yet accomplished	A or B, whichever occurs later: A) Within 100 FH or 1 year, whichever occurs first after the inspection as required by paragraph (1) of this AD or B) Within 15 FH or 7 days, whichever occurs first after 15 May 2026 [the effective date of EASA AD 2026-0091]

Note 6: A non-cumulative tolerance of 10 FH may be applied to the 100 FH interval specified in paragraph (3) to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

Note 7: If the helicopter was used for rescue hoist operations, as defined in the EASB, the FH accumulated during that flight including hoist operation must be calculated by multiplying the FH by a factor of 2 (two).

- (5) Within 800 FH after the EC inspection as required by paragraph (2) of this AD, and, thereafter, at intervals not to exceed 800 FH, accomplish an EC inspection of the affected part in accordance with the instructions of the EASB (see Note 7 of this AD).



Corrective Action(s):

- (6) If, during any inspection as required by paragraph (1), (2), (3), (4) or (5) of this AD, as applicable, any discrepancy, as defined in the EASB, is detected on an affected part, before next flight, replace that affected part in accordance with the instructions of the EASB.

Reporting:

- (7) If, during any inspection as required by paragraph (1), (2), (3), (4) or (5) of this AD, as applicable, any discrepancy, as defined in the EASB, is detected on an affected part, within 7 days after that inspection, report the inspection result to AH. The EASB provides instructions which are acceptable for compliance with this reporting requirement.

Part(s) Installation:

- (8) From the effective date of this AD, it is allowed to install an affected part on any helicopter provided that, before installation, that part has been inspected as required by this AD, as applicable, depending on FH and TSM, and, thereafter, it is inspected as required by this AD.

Credit:

- (9) 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-BK117-63-21-0002 at issue 001 (original issue) or at issue 002 are acceptable for compliance with the requirements of paragraph (1), (3), (4) and (6) of this AD, as applicable, for that helicopter.

Terminating action:

- (10) None.

Ref. Publications:

AH EASB MBB-BK117-63-21-0002 issue 001 (original issue) dated 13 April 2026, issue 002 dated 04 May 2026 and issue 003 dated 16 July 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 27 August 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/>
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