European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0205

Issued: 30 October 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:	13 November 2026
TCDS Number(s):	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None

ATA 25 – Equipment / Furnishings – System Interface Unit – Replacement

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Manufacturer(s):

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

Applicability:

MBB-BK117 D-2, except the D-2m variant, and MBB-BK117 D-3 helicopters, serial numbers (s/n) 20001 to 20360 (inclusive) and s/n 21001 to 21999 (inclusive).

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) MBB-BK117-25-65-0003.

Affected part: System Interface Unit (SIU) Manufacturer Part Number 503-24-6-G.

Serviceable part: An affected part, which accumulated less than 10 years since its date of manufacture or since its last overhaul, whichever occurs later.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

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Reason:

A discrepancy has been identified in the definition of the start date of the Time Between Overhaul (TBO) between the AH Master Servicing Manual (MSM) and the Component Maintenance Manual (CMM) for the affected part. It has been confirmed that the correct reference for the overhaul of the affected part is the Time Since Manufacturing (TSM) or last overhaul.

An overdue of the SIU overhaul, if combined with a survivable accident, could lead to a failure to deploy the beacon, possibly delaying the arrival of the rescue services and timely medical assistance to potentially injured crew members or passengers.

To address this potential unsafe condition, AH published the ASB providing instructions for replacing an affected part.

For the reason described above, this AD requires replacement of an affected part with a serviceable part.

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:

Replacement:

(1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, replace the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.

Table 1 – Replacement Compliance Time (see Note 1 of this AD)

Affected Part TSM/TBO (see Note 1 of this AD)	**Compliance Time**
More than 9 years and 6 months	Within 6 months after the effective date of this AD
9 years and 6 months or less	Before the affected part exceeds 10 years since its date of manufacture or since its last overhaul, whichever occurs later

Note 1: The affected part TSM/TBO specified in Table 1 of this AD is the time accumulated on the effective date of this AD by the affected part since its date of manufacture or since its last overhaul, whichever occurs later.

Part(s) Installation:

(2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD, and, thereafter, it is replaced as required by this AD.

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Ref. Publications:

AH ASB MBB-BK117-25-65-0003 original issue (Issue 001) dated 24 September 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. The original issue of this AD was posted on 08 October 2026 as PAD 26-121 for consultation until 22 October 2026. No comments were received during the consultation period.

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.

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