

AH affected parts:

- For MBB-BK117 D-2 (all variants) helicopters: AH parts.
- For MBB-BK117 D-3 and D-3m helicopters: Any AH part that:
 - was previously installed on a D-2 (all variants) helicopter for 2 000 FH or more; or
 - for which it cannot be determined if it was previously installed on a D-2 (all variants) helicopter for 2 000 FH or more.

KHI affected parts:

- For MBB-BK117 D-2 (all variants) helicopters: KHI parts.
- MBB-BK117 D-3 and D-3m helicopters: Any KHI part that:
 - was previously installed on a D-2 (all variants) helicopter for 4 600 FH or more; or
 - for which it cannot be determined if it was previously installed on a D-2 (all variants) helicopter for 4 600 FH or more.

Groups:

Group 1 helicopters are those having an AH and/or KHI affected part installed.

- Group 1a helicopters are helicopters with an AH affected part installed.
- Group 1b helicopters are helicopters with a KHI affected part installed.

Group 2 helicopters are those that are not Group 1 helicopters.

Reason:

Following recent recalculations made by AH, it has been determined that the service life limit (SLL) and inspection intervals of certain MBB-BK117 vertical mounts components must be updated.

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 EASB, providing instructions for inspection of the affected parts, as defined in this AD, and updating the SLL and the inspection intervals.

For the reasons described above, this AD requires inspections of the affected parts, as defined in this AD, updating the SLL and the inspection intervals and, depending on findings, accomplishment of the applicable corrective action(s).

This AD is 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 1a helicopters: Before an AH affected part exceeds the inspection threshold as defined in Table 1 of this AD, as applicable, but not later than 5 200 FH (see Note 1 of this AD), and, thereafter, for D-2 (all variants) helicopters, at interval not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish a detailed inspection of the inspection area of that part in accordance with the instructions of the EASB.



Table 1 – Group 1 Inspections (see Notes 1, 2 and 3 of this AD)

Inspection Area	Inspection Threshold	Interval
LH AFT	1) or 2) whichever occurs later 1) 400 FH after the effective date of this AD 2) 3 570 FH	3 570 FH
RH AFT	3) or 4), whichever occurs later 3) 400 FH after the effective date of this AD 4) 5 010 FH	5 010 FH

Note 1: Unless otherwise specified, the FH specified in paragraph (1) and in Table 1 of this AD are those accumulated by an AH affected part since its first installation on a helicopter or since last detailed inspection.

Note 2: If any AH affected part was previously installed in another helicopter or if it cannot be ensured on which position it has been previously installed, 3 570 FH shall be considered to determine the inspection threshold and the interval for that part.

Service Life Limit Implementation:

- (2) For Group 1b helicopters: From the effective date of this AD, for each KHI affected part, implement the 'new reduced life time', as identified in the EASB.
- (3) Accomplishment of repetitive visual inspections of a KHI affected part of a helicopter in accordance with the instructions of the EASB, initially within 60 FH after the effective date of this AD and, thereafter, at intervals not to exceed 60 FH, allows postponing the implementation of the 'new reduced life time', as required by paragraph (2) of this AD for that KHI affected part of that helicopter, until 11 months after the effective date of this AD, or until that KHI affected part accumulates 7 000 FH since first installation on a helicopter, whichever occurs first.

Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1) or (3) of this AD, as applicable, any discrepancy is detected, as identified in the EASB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the EASB. Where the EASB provides instructions to "contact AH", this AD requires to contact AH for applicable instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Part(s) Installation:

- (5) For Group 1 and Group 2 helicopters: From the effective date of the AD, it is allowed to install an AH affected part on a helicopter provided it is new (not previously installed on any helicopter), or that, concurrently with that installation, that part passes (no discrepancy detected) a detailed inspection as required by paragraph (1) of this AD, as applicable; and, thereafter, it is inspected as required by paragraph (1) of this AD.
- (6) For Group 1 and Group 2 helicopters: From the effective date of the AD, it is allowed to install a KHI affected part on a helicopter provided that that part has not exceeded the 'new reduced



life time', as identified in the EASB and, thereafter, it is replaced before exceeding the 'new reduced life time', as identified in the EASB.

Terminating action:

(7) None.

Ref. Publications:

AH EASB MBB-BK117-04-10-0002 issue 001 (original issue) dated 09 April 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 29 April 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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 – Affected Parts 1

LH AFT	
Affected Parts	P/N
STAY LH AFT ASSY	D633M3005101
FITTING	D633M3002201
FITTING ASSY	D633M3001101
BOLT	D633M3007201
BOLT	D633M3009201
BOLT	D633M3008201

RH AFT	
Affected Parts	P/N
STAY RH AFT ASSY	D633M3006101
FITTING	D633M3002201
FITTING ASSY	D633M3001101
BOLT	D633M3007201
BOLT	D633M3009201
BOLT	D633M3008201



Appendix 2 – Affected Parts 2

LH AFT	
Affected Parts	P/N
STAY LH AFT ASSY	D633K1182-101
FITTING	D633K1172-201
FITTING ASSY	D633K1170-101
BOLT	D633K1301-201
BOLT	D633K1303-201
BOLT	D633K1301-203

RH FWD	
Affected Parts	P/N
STAY RF AFT ASSY	D633K1181-102
FITTING	D633K1172-201
FITTING ASSY	D633K1170-101
BOLT	D633K1301-201
BOLT	D633K1303-201
BOLT	D633K1301-203

