



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-121

Issued: 08 October 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name: **Type/Model designation(s):**

AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK117 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

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

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 number (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.



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

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.



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. This Proposed AD will be closed for consultation on 22 October 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;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: customersupport.helicopters@airbus.com.

