



## Emergency Airworthiness Directive

**AD No.:** 2026-0078-E

**Issued:** 13 April 2026

Note: This Emergency 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:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

### Type/Model designation(s):

MBB-BK117 D-3 and D-3m helicopters

**Effective Date:** 15 April 2026

**TCDS Number(s):** EASA.R.010

**Foreign AD:** Not applicable

**Supersedure:** None

## 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.

**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 that 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.

While the investigation is still on going, as a precautionary measure, to address this potential unsafe condition, AH issued the EASB, providing instructions for inspection of the affected part.

For the reasons described above, this AD requires inspections of the affected parts, and, depending on findings, to contact AH for reporting and for 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) Within the compliance time as identified in Table 1 of this AD, as applicable, accomplish an inspection of the affected part in accordance with the instructions of the EASB.

Table 1 – Compliance time

<b>Flight Hours (FH) accumulated on the effective date of this AD by the affected part since first installation on any helicopter</b>	<b>Compliance Time</b>
900 FH or less	Within 15 FH or 7 days, whichever occurs first after the affected part accumulates 900 FH since first installation on any helicopter
More than 900 FH, and less than 3 000 FH	Within 15 FH or 7 days, whichever occurs first after the effective date of this AD
3 000 FH or more	Before next flight after the effective date of this AD

- (2) From the effective date of this AD, within 5 FH after each reporting of noticeable changes in vibrations, or balancing abnormalities of a helicopter, accomplish an inspection of the affected part in accordance with the instructions of the EASB (see Note 1 of this AD).

Note 1: The requirements of paragraph (2) of this AD are applicable for any affected part, disregarding the number of FH accumulated by that part.

#### Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) 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:**

- (4) If, during any inspection as required by paragraph (1) or (2) 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:**

- (5) From the effective date of this AD, it is allowed to install an affected part on any helicopter provided that, concurrently with that installation, that part passes (no discrepancy, as defined in the EASB, is detected) an inspection in accordance with the instructions of the EASB and, thereafter, it is inspected as required by this AD.

**Terminating action:**

- (6) None.

**Ref. Publications:**

AH EASB MBB-BK117-63-21-0002 issue 001 (original issue) dated 13 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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/>  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

