



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-10-001	發布日期 Date issued	2026/10/11
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 T1 and EC635 T2+ helicopters, all variants, all serial numbers (s/n); and MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all s/n.		
主旨摘要 Subject	Instruments - Warning Unit Emergency Off Switches - Operational Check		
民航局 CAA ☐ 本國產品 Native product ☐ 其他個案 Other	設計國民航主管機構 Original Authority ☐ FAA ☐ Germany LBA ☒ EASA ☐ CAA-NL ☐ Brazil ☐ UK CAA ☐ Transport Canada Civil Aviation ☐ Japan CAB ☐ DGAC ☐ CAA of Israel ☐ Other_____		
	設計國AD編號 Original AD number	2026-0188	
	1. 直接採用原AD之內容? (Is the original AD directly adopted?) ☒ 是(Yes) ☐ 否(No)_ a. 生效日期另訂為(Re-specify the effective date as): b. 執行時限另訂為(Re-specify the compliance time or period as): 2. 使用人是否需要將AD執行結果向民航局提出報告? (Do users need to report the status of compliance to the CAA?) ☐ 需要(Yes) ☒ 不需要(No)		
備註 Note	ATA 31. Ref. Publications: AH ASB MBB-BK117-31-55-0003 issue 001 (original issue) dated 14 September 2026.		

註： 1. AD內容後附。

2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。

3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464,
adcaa@mail.caa.gov.tw

Note： 1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.

3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332,
Fax：(02)2545-8464, adcaa@mail.caa.gov.tw



Airworthiness Directive

AD No.: 2026-0188

Issued: 30 September 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:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135, EC635 and MBB-BK117 helicopters

Effective Date: 14 October 2026

TCDS Number(s): EASA.R.009 and EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 31 – Instruments – Warning Unit Emergency Off Switches – Operational Check

Manufacturer(s):

Airbus Helicopters (AH); Airbus Helicopters Deutschland GmbH, formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC; Eurocopter España S.A.; Kawasaki Heavy Industries, Ltd.

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 T1 and EC635 T2+ helicopters, all variants, all serial numbers (s/n); and

MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all s/n.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC135-31-55-0003 or ASB MBB-BK117-31-55-0003, as applicable.

Affected part: Warning unit (WU), all Part Numbers (P/N), having a s/n as identified in the ASB, or having an unknown s/n.



Serviceable part: Any WU, eligible for installation in accordance with AH approved instructions, that is not an affected part.

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:

Following the reporting of a quality escape, it has been determined that occurrences of failures of emergency off switches (part of the WU) may occur on EC135/EC635 and MBB-BK117 helicopters.

This condition, if not detected and corrected, could lead to single or double engine in-flight shut down, or to the loss of capability to close the fuel shut-off valve, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions for repetitive operational checks of the emergency off switches.

For the reason described above, this AD requires accomplishment of repetitive operational checks and, depending on findings, replacement.

A similar condition affecting the emergency off switches was previously addressed by EASA AD 2026-0081. However, the present AD addresses a separate manufacturing non-conformity and requires independent compliance. Therefore, this AD does not supersede EASA AD 2026-0081.

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:

Operational Check:

- (1) For Group 1 helicopters: Within 55 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, accomplish an operational check of the two emergency off switches in accordance with the instructions of the ASB.

Additional Operational Checks:

- (2) For Group 1 helicopters: From the effective date of this AD, before next flight after any of the emergency off switches has been pushed on a helicopter, accomplish an operational test of the two emergency off switches of that helicopter in accordance with the instructions of the ASB.

Corrective Action(s):

- (3) If, during any operational check as required by paragraph (1) or (2) of this AD, any discrepancy, as described in the ASB, is detected on a WU, before next flight, replace that WU in accordance with the instructions of the ASB, or contact AH for approved repair instructions and accomplish those instructions accordingly.



Acceptable Method of Compliance:

- (4) Accomplishment of an operational check on a helicopter in accordance with the instructions of 'Accomplishment Procedure' of AH ASB MBB-BK117-31-55-0001 or ASB EC135-31-55-0001, as applicable, constitutes an acceptable method to accomplish an operational check as required by paragraphs (1) or (2) of this AD, as applicable, for that helicopter.
- (5) Accomplishment of operational checks and corrective actions on a helicopter, as required by paragraphs (1) to (3) of this AD, as applicable, constitute an acceptable method to comply with the requirements of paragraph (1) to (3), respectively, or EASA AD 2026-0081, for that helicopter.

Part(s) Installation:

- (6) 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, before next flight after installation, it passes an operational check in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: Following installation of an affected part on a helicopter, that helicopter is a Group 1 helicopter, and the actions required by this AD for Group 1 helicopter, as applicable, must be accomplished accordingly.

Terminating Action(s):

- (7) Replacement of an affected part of a helicopter with a serviceable part constitutes terminating action for the operational checks as required by paragraph (1) and (2) of this AD for that helicopter, provided that no affected part is re-installed on that helicopter after that modification.

Ref. Publications:

AH ASB EC135-31-55-0001 issue 001 (original issue) dated 19 December 2024 and issue 002 dated 11 March 2026.

AH ASB MBB-BK117-31-55-0001 issue 001 (original issue) dated 19 December 2024 and issue 002 dated 11 March 2026.

AH ASB EC135-31-55-0003 issue 001 (original issue) dated 14 September 2026.

AH ASB MBB-BK117-31-55-0003 issue 001 (original issue) dated 14 September 2026.

The use of later approved revisions of the above-mentioned documents 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 28 October 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;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: customersupport.helicopters@airbus.com.

