



לכבוד:  
שפירית שרותי תעופה בע"מ-קולמן שון  
סנונית שירותי תעופה-רחמים חורי  
להק תעופה בע"מ-שטרנברג יעקב

תאריך: 21/04/2026

**ISR E-2026-0081 הוראת כושר אווירי**

הוראת כושר אווירי המחייבת הבאה מתייחסת ל**כלי טיס** / מנוע / ציוד שחברתכם **מפעילה / מתחזקת** / משפצת.

31-2026-4-12

מס' הוראת כושר אווירי (ספרור ישן):

E-EASA-2026-0081

מס' ההוראה:

INSTRUMENTS – WARNING UNIT EMERGENCY OFF SWITCHES –  
OPERATIONAL CHECK / REPLACEMENT

מתייחסת:

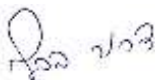
MBB-BK117 D-2 MBB-BK117 C-2 EC135 T3

דגמים

- יש לבצע הוראת כושר אווירי זו כמפורט בהוראת הכושר אווירי.
- המועד הנקוב בהוראה (וכן מועדים לבדיקות חוזרות, אם ישם).
- יש לכלול את הבדיקה המוזכרת בהוראה במערך האחזקה
- יש לרשום את ביצוע ההוראה בספר **המטוס** / מנוע.
- יש לדווח על ביצוע ההוראה על גבי הספח.
- הערות

This AD Supersedes AD ISR E-2024-0249

רצ"ב צילום ההוראות.



בכבוד רב  
בבלי דרור

מפקח כשירות אווירית  
אגף פיקוח אווירי

- פח -

תאריך:  
סימוכין: פנייתך – ISR E-2026-0081  
מיום: 21/04/2026

לכבוד  
מר בבלי דרור  
באמצעות גברת ליאורה יוסף  
מפקח לכושר אווירי  
מחלקת פיקוח אווירי

הנדון: הוראת כושר אווירי ISR E-2026-0081  
INSTRUMENTS – WARNING UNIT EMERGENCY OFF SWITCHES – OPERATIONAL CHECK /  
REPLACEMENT

ההוראה הוכנסה למערך האחזקה (לבדיקות חוזרות)  
 ההוראה אינה ישימה לכלי הטיס/ מנוע / ציוד שבטיפולנו

השלמנו את ביצוע ההוראה ביום:  
 ההוראה נרשמה בניירת לביצוע בבוא הזמן  
 מס' זנב \_\_\_\_\_

בכבוד רב

תפקיד

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- לשימוש רת"א

הטיפול סוכם  
 הטיפול סוכם

חתימה : תאריך:  
מפקח כשירות אווירית



## Airworthiness Directive

**AD No.:** 2026-0081

**Issued:** 20 April 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:** 04 May 2026

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2024-0249 dated 19 December 2024.

## ATA 31 – Instruments – Warning Unit Emergency Off Switches – Operational Check / Replacement

### 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 P3, EC635 T1, EC635 T2+ and EC635 T3 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) MBB-BK117-31-55-0001 issue 002 or ASB EC135-31-55-0001 issue 002, as applicable.

**The modification SB:** AH SB MBB-BK117-31-55-0002 issue 002 or SB EC135-31-55-0002 issue 002, as applicable.



**Affected part:** Warning unit (WU), all Part Numbers (P/N), having an s/n as identified in the ASB, or having an unknown s/n; except those which have been modified and reidentified in accordance with the instructions of the modification SB.

**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:**

Occurrences of emergency off switches (part of the WU) mechanical failures (stuck in intermediate position or untimely change of status) have been reported on MBB-BK117 helicopters.

Identical switches are installed also on EC135/EC635 helicopters, and investigations identified a batch of WU which might be affected by similar issues.

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 ASB MBB-BK117-31-55-0001 at original issue and ASB EC135-31-55-0001 at original issue to provide instructions for repetitive operational checks of the emergency off switches. Consequently, EASA published AD 2024-0249 to require accomplishment of repetitive operational checks and, depending on findings, corrective action(s).

Since that AD was issued, AH issued the ASB at issue 002 to provide instructions to replace the affected part with a serviceable part, and the modification SB, to provide instructions for in-shop modification of an affected part into a serviceable part.

For the reasons described above, this AD retains the requirements of EASA AD 2024-0249, which is superseded, and additionally requires replacing the affected 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:

**Operational Check:**

- (1) For Group 1 helicopters: Within 55 flight hours (FH) or 12 months, whichever occurs first, after 02 January 2025 [the effective date of EASA AD 2024-0249], 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 02 January 2025 [the effective date of EASA AD 2024-0249], 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 (see also paragraph (6) of this AD).

**Replacement:**

- (4) For Group 1 helicopters: Unless already accomplished as required by paragraph (3) of this AD, within 1000 FH or 36 months, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: A tolerance of 100 FH or 6 months may be applied to the 1000 FH or 36 months compliance times, respectively, specified in paragraph (4) of this AD to allow synchronization of the required replacement with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

**Credit:**

- (5) Operational check, additional operational checks and/or corrective action(s), as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of the AH ASB MBB-BK117-31-55-0001 at issue 001 (original issue) or ASB EC135-31-55-0001 at issue 001 (original issue), as applicable, are acceptable for compliance with the requirements of paragraph (1), (2) and (3) of this AD, as applicable, for that helicopter.

**Part(s) Installation:**

- (6) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install on any helicopter an affected part (see Note 2 of this AD).

Note 2: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part on the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (6) of this AD.

**Terminating Action(s):**

- (7) Replacement of an affected part of a helicopter with a serviceable part, as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the operational checks as required by paragraph (1) and (2) of this AD for that helicopter.

**Ref. Publications:**

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

AH ASB EC135-31-55-0001 issue 001 (original issue) dated 19 December 2024 and issue 002 dated 11 March 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 18 May 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](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;  
Web portal: <https://airbusworld.helicopters.airbus.com>  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

