



Emergency Airworthiness Directive

AD No.: 2026-0095-E

Issued: 12 May 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:

HELICOPTERES GUIMBAL

Type/Model designation(s):

Cabri G2 helicopters

Effective Date: 14 May 2026

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: None

ATA 63 – Main Rotor Drive – Main Rotor Mast – Inspection

Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, all serial numbers (s/n).

Definitions:

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

Affected part(s): Main gear boxes (MGB), having Part Number (P/N) G21-10-000, P/N G21-10-001, P/N G21-10-002 or P/N G21-10-003.

The SB: HG Service Bulletin (SB) 26-009 A.

The modification SB: HG SB 18-023.

The MM: HG maintenance manual (MM) J70-002.



Groups:

Group 1 helicopters are those having an affected part installed during production, that thereafter, has not been removed from that helicopter.

Group 2 helicopters are those which are not Group 1 and are not Group 3.

Group 3 helicopters are those equipped with an affected part having s/n 825, 867, 875, 973, 1029, 1086, 1099, 1170 or s/n 1206.

Reason:

An occurrence was reported of a crack on the main rotor (MR) mast of a helicopter, which was detected by the maintenance organisation after the crew had reported an abnormal increase of vibration.

This condition, if not detected and corrected, could lead to failure of the MR mast, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, HG issued, as an interim precautionary measure, the SB, as defined in this AD, providing instructions for inspection of each affected part, as defined in this AD, although the investigation is still on-going and the root cause is not known yet.

For the reasons described above, this AD requires inspections of the affected part and, depending on findings, to contact HG 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) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the affected part in accordance with the instructions of the SB.

Table 1 – Compliance Time

| Calendar time accumulated on the effective date of this AD from the issue date of the EASA Form 52 of that helicopter | Compliance Time |
|---|---|
| 2 years or more | Before next flight (see Note 1 of this AD) |
| less than 2 years | Before exceeding 2 years from the issue date of the EASA Form 52, or within 150 flight hours (FH) after the effective date of this AD, whichever occurs first |



Note 1: If the inspection is required before next flight after the effective date of this AD, one ferry-flight without passenger is allowed to position the helicopter to a maintenance location where that inspection can be performed.

- (2) For Group 2 helicopters: Within the compliance time as specified in Table 2 of this AD, as applicable, inspect the affected part in accordance with the instructions of the SB.

Table 2 – Compliance Time

| Calendar time and FH accumulated on the effective date of this AD from the issue date of the EASA Form 1 for the last overhaul/repair/inspection of the MGB accomplished by HG of that helicopter | Compliance Time |
|--|--|
| 9 months or more or 150 FH or more | Before next flight (see Note 1 of this AD) |
| less than 9 months and less than 150 FH | Before exceeding 9 months or 150 FH, whichever occurs first, since last overhaul, repair or inspection of the MGB accomplished by HG |

- (3) For Group 3 helicopters: Before exceeding 2 years from the issue date of the EASA Form 1 for the last overhaul/repair/inspection of the MGB accomplished by HG , or within 150 FH after the effective date of this AD, whichever occurs first, inspect the affected part in accordance with the instructions of the SB.
- (4) For Group 1, 2 and 3 helicopters: If not already accomplished as required by paragraph (1), (2) or (3) of this AD, as applicable, within 3 months after the effective date of this AD, inspect the affected part in accordance with the instructions of the SB.
- (5) For Group 1, 2 and 3 helicopters: From the effective date of this AD, in case a noticeable change in vibration or balancing abnormalities is reported, before next flight, inspect the affected part in accordance with the instructions of the SB (see Note 2 of this AD).

Note 2: The requirements of paragraph (5) of this AD are applicable for any helicopter and any installed affected part, independent of the Group this helicopter belongs to, the number of FH accumulated by the affected part, or the s/n hereof, and/or helicopters that (already) have been inspected before in accordance with the SB.



Corrective Action(s):

- (6) If, during any inspection as required by paragraph (1) to (5) of this AD, as applicable, any discrepancy as defined in the SB is detected, before next flight, accomplish the corrective actions as specified in the instructions of the SB.

Modification:

- (7) Before next flight after the inspection as required by paragraphs (1) to (5) of this AD, as applicable, modify each main rotor mast not yet having incorporated the modification SB, as defined in this AD; (see Note 3 of this AD).

Note 3: If the MR mast is not painted, as shown in the picture in chapter 2.a. of HG SB 26-009 (yellow chromate on the lower half of the mast, and grey finish paint on the upper half), the modification SB has not been incorporated.

Reporting:

- (8) If, during any inspection accomplished in accordance with the SB, any discrepancy as defined in the SB is detected, within 14 days after that inspection or after the effective date of this AD, whichever occurs later, report the results to HG.

Parts Installation:

- (9) For Group 1, 2 and 3 helicopters: From the effective date of this AD, it is allowed to install an affected part on any helicopter, provided that:
- (9.1) The main rotor mast installed on that affected part has been modified in accordance with the instructions of the modification SB or has HG mod. 18-038 embodied; and
 - (9.2) Before installation, that part passed (no discrepancy found) an inspection in accordance with the instructions of the SB.
- (10) Replacement of the affected part on a helicopter with an affected part, as specified in paragraph (9) of this AD, is an acceptable alternative method to comply with the requirement of paragraph (6) of this AD for that helicopter. The MM, as defined in this AD, provides instructions which are acceptable to accomplish this replacement.

Ref. Publications:

HG SB 26-009 A (Revision A) dated 09 May 2026.

HG SB 18-038 Revision A dated 11 September 2018, or Revision B dated 22 November 2018, or Revision C dated 15 November 2019, or Revision D dated 21 December 2022.

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. 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.
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: Hélicoptères Guimbal – Customer Support, Aérodrome d’Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France; Telephone: +33 (0) 4 4239 1088, Fax: +33 (0) 4 4239 1082, or E-mail: support@guimbal.com.

