



AD #: 2026-10-51

Emergency Airworthiness Directive (AD) 2026-10-51 is sent to owners and operators of Hélicoptères Guimbal Model Cabri G2 helicopters.

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2026-0095-E, dated May 12, 2026 (EASA Emergency AD 2026-0095-E) (also referred to as the mandatory continuing airworthiness information or the MCAI), to correct an unsafe condition on all Hélicoptères Guimbal (HG) Model Cabri G2 helicopters. The MCAI states a report was received of a crack on the main rotor (MR) mast after the crew reported an abnormal increase of vibration. This emergency AD is intended to detect and correct any cracks or corrosion on the MR mast. This condition, if not detected and corrected, could lead to failure of the MR mast, possibly resulting in loss of control of the helicopter.

Related Material

The FAA reviewed Guimbal Service Bulletin SB 26-009 B, Revision B, dated May 13, 2026. This material specifies procedures for disassembly of the MR mast, inspection of the MR mast for a crack or corrosion pitting, and corrective actions, which include removing affected parts from service and contacting HG customer support for further instructions.

The FAA also reviewed Guimbal Service Bulletin SB 18-023 E, Revision E, dated May 13, 2026, which specifies procedures for inspecting the MR mast for corrosion and applying protective coatings.

FAA's Determination

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Emergency AD Requirements

This emergency AD requires inspecting the MR mast for cracks and corrosion pitting. Depending on the results of the inspection, this emergency AD requires accomplishing the corrective actions. This emergency AD also requires modifying the MR mast, which includes applying corrosion protection to the MR mast and reporting inspection results within 14 days after accomplishment of the inspection. This emergency AD prohibits installing a main gear box (MGB) part number (P/N) G21-10-000, P/N G21-10-001, P/N G21-10-002, or P/N G21-10-003, unless certain requirements are met.

Differences Between this Emergency AD and the Referenced Material

Where the referenced material specifies contacting HG for repair instructions or corrective actions, this AD requires using a method approved by the FAA, EASA, or Hélicoptères Guimbal's EASA Design Organization Approval (DOA).

Interim Action

The FAA considers that this emergency AD is an interim action. If final action is later identified, the FAA might consider additional rulemaking.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for "good cause," finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these helicopters. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because the MR mast is critical to flight of a helicopter. Cracking of the MR mast may lead to destruction of the MR mast, departure of the main rotor head, and loss of control of the helicopter. Since the FAA has no information pertaining to the extent of cracking of the MR mast that may currently exist in helicopters, the initial actions required by this AD must be accomplished before further flight for certain helicopters. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency Airworthiness Directive

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2026-10-51 Hélicoptères Guimbal: Project Identifier MCAI-2026-00514-R.

(a) Effective Date

This emergency airworthiness directive (AD) is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to all Hélicoptères Guimbal (HG) Model Cabri G2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6300, Main rotor drive.

(e) Unsafe Condition

This emergency AD was prompted by a report of a crack on the main rotor (MR) mast after the crew reported an abnormal increase of vibration. The FAA is issuing this emergency AD to detect and correct any cracks or corrosion on the MR mast. This condition, if not detected and corrected, could lead to failure of the MR mast, possibly resulting in loss of control of the helicopter.

(f) Compliance

Comply with this emergency AD within the compliance times specified, unless already done.

(g) Definitions

(1) Affected part: 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.

(2) Group 1: Helicopters having an affected part installed during production, that thereafter, has not been removed from that helicopter.

(3) Group 2: Helicopters are those which are not Group 1 and are not Group 3.

(4) Group 3: Helicopters are those with an affected part installed and having a MGB serial number (S/N) 825, 867, 875, 973, 1029, 1086, 1099, 1170, or 1206.

(h) Compliance Times

(1) For Group 1 helicopters:

Table 1 to paragraph (h)(1) - Group 1 Compliance Times

Total calendar time as of the effective date of this AD, from the date of original airworthiness certificate	Initial Compliance Time
2 years or more	Before further flight
less than 2 years	Whichever of the following occurs first: - Within 3 months after the effective date of this AD - Before exceeding 2 years from the date of original airworthiness certificate - Within 150 hours time in service (TIS) after the effective date of this AD

(2) For Group 2 helicopters:

Table 2 to paragraph (h)(2) - Group 2 Compliance Times

Calendar time and TIS accumulated as of the effective date of this AD, from the last overhaul, repair, or inspection of the MGB	Compliance Time
9 months or more or 150 hours TIS or more	Before further flight
less than 9 months and less than 150 hours TIS	Whichever of the following occurs first: - Within 3 months after the effective date of this AD - Before exceeding 9 months since last overhaul, repair, or inspection of the MGB - Before exceeding 150 hours TIS since last overhaul, repair, or inspection of the MGB

(3) For Group 3 helicopters whichever of the following occurs first:

- (i) Within 3 months after the effective date of this AD.
- (ii) Before exceeding 2 years from the last overhaul, repair, or inspection of the MGB.
- (iii) Within 150 hours TIS after the effective date of this AD.

(4) For Group 1, 2, and 3 helicopters: From the effective date of this AD, if a noticeable change in vibration or balancing abnormalities is reported, before further flight.

(i) Required Actions

(1) Within the compliance times specified in paragraphs (h)(1) through (4) of this AD, as applicable, using 10X magnification, visually inspect the MR mast for a crack or corrosion pitting, as depicted in the area shown in the picture under paragraph (a) of Section 2 of the Required Actions of Guimbal Service Bulletin SB 26-009 B, Revision B, dated May 13, 2026.

(i) If there is any corrosion, dark spots, marks, or stains (defects) on the MR mast, before further flight, remove the paint using P600 to P1000-GRIT abrasive. If only paint damage is found and has been removed, retouch all areas of the MR mast where paint was removed by following the Required Actions of Guimbal Service Bulletin SB 18-023 E, Revision E, dated May 13, 2026 (SB 18-023 E).

(ii) If there are any defects that remain after paint damage was removed or if there are any cracks on the MR mast, before further flight, remove the MR mast from service and repair it using a method approved by the Manager, International Validation Branch, FAA, European Union Aviation Safety Agency (EASA), or Hélicoptères Guimbal's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(2) Before further flight, after the inspection as required by paragraph (i)(1) of this AD, modify each main rotor mast in accordance with SB 18-023 E, unless already done.

(3) If, during any inspection accomplished in accordance with paragraph (i)(1), any defects or cracks are detected, within 14 days after that inspection or after the effective date of this AD, whichever occurs later, report the results to HG at the contact information identified in paragraph (m)(2) of this AD.

(j) Parts Installation Prohibition

From the effective date of this AD, do not install an affected part on any helicopter, unless:

(1) The MR mast installed on that affected part has been modified in accordance with the instructions of the modification specified in HG SB 18-023 E or has HG MOD 18-038 embodied; and

(2) Before installation, the MR mast installed on the affected part passed an inspection in accordance with paragraph (i)(1) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for the actions required by this AD if those actions were performed before the effective date of this AD using the following:

(1) Guimbal Service Bulletin SB 26-009 A, Revision A, dated May 9, 2026.

(2) Guimbal Service Bulletin SB 18-023 Revision A, dated September 11, 2018; or Revision B, dated November 22, 2018; or Revision C, dated November 15, 2019; or Revision D, dated December 12, 2022.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch,

send it to the attention of the person identified in paragraph (m)(1) of this AD and email to AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(m) Additional Information

(1) For more information about this emergency AD, contact Soban Saeed, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4123; email: soban.saeed@faa.gov.

(2) For Hélicoptères Guimbal material identified in this emergency AD, contact Hélicoptères Guimbal, 1070, rue du Lieutenant Parayre, Aéroport d'Aix-en-Provence, 13290 Les Milles, France; phone: 33-04-42-39-10-88; email: support@guimbal.com; website: guimbal.com.

Issued on May 15, 2026.

Christopher R. Parker,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.