



Airworthiness Directive

AD No.: 2025-0282

Issued: 12 December 2025

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:

HELICOPTERES GUIMBAL

Type/Model designation(s):

Cabri G2 helicopters

Effective Date: 19 December 2025

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Rotorcraft Flight Manual – Amendment / Operational Restrictions / Modification

Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, serial numbers (s/n) 1003 to 1389 (inclusive), except s/n 1383 and 1388.

Definitions:

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

Affected ELT: Emergency Locator Transmitter (ELT) installed in accordance with HG approved data, and having the ELT antenna inside the cockpit.

Hostile environment: An area as defined in the Commission Regulation (EU) No 965/2012.

The SB: HG Service Bulletin (SB) 25-006 A.

The RFM TR: HG Rotorcraft Flight Manual (RFM) Temporary Revision (TR) J40-001-TR1 issue 1.



Reason:

A potential malfunction of the helicopter ELT was reported to HG. Further investigations determined that, due to improper antenna installation, the ELT signal is weaker than expected on 121.5 Mhz and 406 Mhz frequencies. Both HG cockpit ELT antenna configurations are affected.

This condition, if not corrected, could impair the ability to detect a distress signal during a helicopter emergency, possibly delaying the arrival of the rescue services and timely medical assistance to injured crew members or passengers.

To address this potential unsafe condition, HG developed a modification of the antenna installation (installation outside the cockpit), and issued the SB, as defined in this AD, providing the modification instructions.

As an interim measure, HG developed the RFM TR to prohibit operation in hostile environment unless a Personal Locator Beacon (PLB) is carried on board in addition to the rotorcraft ELT.

For the reasons described above, this AD requires to modify the ELT installation and to amend the RFM.

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:

RFM Amendment:

- (1) Within 30 days after the effective date of this AD, amend the applicable RFM by inserting the RFM TR. Thereafter, inform all flight crew and operate the helicopter accordingly.

Modification:

- (2) Within 6 months after the effective date of this AD, modify the affected ELT in accordance with the instruction of the SB.
- (3) Following the modification of a helicopter as required by paragraph (2) of this AD, the RFM amendment, as required by paragraph (1) of this AD, can be removed from the RFM of that helicopter.

Ref. Publications:

HG SB 25-006 A dated 22 October 2025.

HG RFM TR J40-001-TR1 issue 01 dated 10 December 2025.

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 09 January 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: Hélicoptères Guimbal – Customer Support, Aéroport d'Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France; Telephone: +33 (0) 4 42 39 10 88, Fax: +33 (0) 4 42 39 10 82, or E-mail: support@guimbal.com.

