

Airworthiness Directive

AD No.: 2025-0040

Issued: 14 February 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:

AIRBUS HELICOPTERS

Type/Model designation(s):

H160-B helicopters

Effective Date: 21 February 2025

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0018 dated 14 January 2025.

ATA 62 – Main Rotor – Rotating Scissors Spherical Bearings – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers (s/n).

Definitions:

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

The EASB: AH Emergency Alert Service Bulletin (EASB) H160-62-34-0001 Issue 003.

Affected part: Rotating scissors spherical bearing, Part Number (P/N) U623A40T1007, all s/n.

Serviceable part: An affected part that is new (never previously installed on a helicopter), or which accumulated less than 165 flight hours (FH) after having passed an inspection (axial play equal or less than 0.05 mm), or less than 55 FH after having passed an inspection (axial play more than 0.05 mm and equal or less than 0.10 mm) in accordance with the instructions of the EASB, or a rotating scissors spherical bearing eligible for installation, which 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:

An occurrence was reported of excessive axial play of affected parts on a helicopter.

This condition, if not detected and corrected, could result in reduced control of the helicopter.

To address this potential unsafe condition, AH published the EASB H160-62-34-0001 original issue, providing instructions for a one-time inspection of the affected parts. Consequently, EASA issued AD 2024-0206-E to require a one-time inspection of the affected parts and reporting of the inspection results. That AD also provided conditions for installation of affected parts.

After that AD was issued, AH published the EASB H160-62-34-0001 Issue 002 extending the list of the affected parts to all s/n, reducing the initial inspection compliance time, and introducing repetitive inspections. Consequently, EASA issued AD 2025-0018, superseding AD 2024-0206-E, to amend the definition of the affected part and, additionally, to require repetitive inspections of affected parts.

Since that AD was issued, it has been confirmed that the compliance time for the initial inspection of certain affected parts can be extended, and AH issued the EASB, as defined in this AD, to address this development. Additionally, it was determined that in order to facilitate the root cause analysis, the reporting requirement needs to be extended to report also the condition of the affected part when the axial play exceeds 0.20 mm.

For the reason described above, this AD retains the requirements of EASA AD 2025-0018, which is superseded, amends the compliance times for the initial inspections, and extends the reporting requirements for axial play condition.

This AD is still considered to be 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:

Inspections:

- (1) For Group 1 helicopters: For each affected part, within the compliance time as specified in Table 1 of this AD, but not exceeding the compliance time as required by EASA AD 2024-0206-E (see Appendix 1 of this AD), as applicable, and, thereafter at intervals as specified in Table 2 of this AD, measure the axial play of that affected part in accordance with the instructions of the EASB.

Table 1 – Initial Inspection Compliance Time

	Compliance Time A or B, whichever occurs later
A	Before the affected part exceeds 165 FH since first installation on a helicopter
B	55 FH or 30 days, whichever occurs first, after 21 January 2025 [the effective date of EASA AD 2025-0018]



Table 2 – Repetitive Inspections Compliance Time

Affected Part Axial Play Length as per Last Measurement	Interval
Equal or less than 0.05 mm	165 FH
More than 0.05 mm and equal or less than 0.10 mm	55 FH

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, it is determined that the axial play of an affected part is more than 0.10 mm, and equal or less than 0.15 mm, within 55 FH after that inspection, repeat the measurement of the axial play of that affected part and, thereafter, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the EASB.
- (3) If, during any inspection as required by paragraph (1) of this AD, it is determined that the axial play of an affected part is more than 0.15 mm, and equal or less than 0.20 mm, within 15 FH after that inspection, repeat the measurement of the axial play of that affected part and, thereafter, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the EASB.
- (4) If, during any inspection as required by paragraph (1) of this AD, it is determined that the axial play of an affected part is more than 0.20 mm, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the EASB.

Credit:

- (5) Inspections and corrective actions, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of AH EASB H160-62-34-0001 original issue or Issue 002 are acceptable to comply with the initial requirements of this AD for that helicopter, and to determine whether an affected part is a serviceable part.

Terminating Action(s):

- (6) None.

Reporting:

- (7) Within 7 days after each measurement as required by paragraph (2), (3) or (4) of this AD, as applicable, report the inspection results to AH. Using the Response Form attached to the EASB is an acceptable method to comply with this requirement.

Part(s) Installation:

- (8) For Group 1 and Group 2 helicopters: From 21 January 2025 [the effective date of EASA AD 2025-0018], it is allowed to install an affected part on a helicopter, provided it is a serviceable part and, thereafter, it is inspected as required by paragraph (1) of this AD, as applicable.



Ref. Publications:

AH EASB H160-62-34-0001 original issue dated 21 October 2024, or Issue 002 dated 07 January 2025, or Issue 003 dated 11 February 2025.

The use of later approved revisions of the above-mentioned document 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 14 March 2025. 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 (Technical Support) at:
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone: +33 (0)4 42 859 789.



Appendix 1

EASA AD 2024-0206-E compliance time as required by EASA AD 2024-0206-E for affected parts, except those having s/n 0478, 0480, 0722, 0723, 0739, 0747, 0776, 0781, 0796, 0803, 0808 or 0810.

Table 3 - Compliance Time
(A or B, whichever occurs later)

A	Within 15 FH or 30 days, whichever occurs first after an affected part accumulated 300 FH since first installation on a helicopter
B	Within 15 FH or 30 days, whichever occurs first after 24 October 2024 [the effective date of EASA AD 2024-0206-E]

SUPERSEDED

