



Airworthiness Directive

AD No.: 2025-0269

Issued: 01 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 Change Approval Holder's Name:	Design Change Description:
MECAER AVIATION GROUP	VIP Interior

Effective Date: 15 December 2025

STC Number(s): EASA Supplemental Type Certificate (STC) 10080809

Foreign AD: Not applicable

Supersedure: None

ATA 56 – Windows – Jettisonable Window System Elements – Inspection / Lubrication / Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers (s/n), if modified in accordance with EASA STC 10080809 up to Revision 2 (inclusive).

Definitions:

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

The MSB: Mecaer Aviation Group (MAG) Mandatory Service Bulletin (MSB) SB-A6H-015.

Groups: Group 1 helicopters are those that have windows aesthetic cover installation Part Number (P/N) 6A6H5600A002001XYZ installed.

Group 2 helicopters are those that have windows aesthetic cover installation P/N 6A6H5600A002001XYZ and electrochromic windows installation P/N 6A6H5600A001001XYZ installed.



Reason:

Occurrences were reported of various deficiencies concerning the jettisonable window system elements on the affected helicopters:

- difficulties when moving the locking fingers from the locking position causing the jettison function to fail;
- missing retaining rings on jettisonable window hinge pins;
- intermediate emergency window handle latch cover partially detached.

This condition, if not detected and corrected, could prevent the jettison of a window, possibly affecting evacuation of helicopter occupants during an emergency situation.

To address this potential unsafe condition, MAG published the MSB providing instructions for replacement of locking fingers; an inspection of retaining rings on all the hinge pins of the jettisonable window systems and their installation; an inspection of emergency handle latch covers and for their replacement; and for lubrication of the locking fingers.

For the reason described above, this AD requires replacement of the locking fingers, if applicable; a one-time inspection if any of the retaining rings is missing, and, depending on findings, their installation; a one-time inspection of emergency handle latch covers and their replacement; and repetitive lubrication and operational tests of the windows jettisonable systems.

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:

Replacement:

- (1) For Group 2 helicopters: Within 100 flight hours (FH) or within 2 months, whichever occurs first after the effective date of this AD, remove the jettisonable windows and replace, if applicable, the locking fingers on a helicopter in accordance with the instructions of Part I of the MSB.

Inspections:

- (2) For Group 2 helicopters: Within 100 FH or within 2 months, whichever occurs first after the effective date of this AD, determine if any of the retaining rings, as identified in the MSB, is missing in accordance with the instructions of Part II of the MSB.
- (3) For Group 1 and Group 2 helicopters: Within 100 FH or within 2 months, whichever occurs first after the effective date of this AD, inspect the emergency handle latch covers (right-hand (RH) and left-hand (LH)) in accordance with the instructions of Part III of the MSB.

Repetitive Lubrication:

- (4) For Group 2 helicopters: Within 100 FH or 2 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 6 months, lubricate the locking fingers on the windows jettisonable systems in accordance with the instructions of Part IV of the MSB.



Repetitive Operational Tests:

- (5) For Group 2 helicopters: Before next flight after each lubrication as required by paragraph (4) of this AD, perform one operational test of the window jettisonable systems in accordance with the instructions of Part IV of the MSB.

Corrective Action(s):

- (6) If, during the inspection, as required by paragraph (2) of this AD, any retaining ring is found missing at any position, before next flight, install a new retaining ring at that position in accordance with the instructions of the Part II of the MSB.
- (7) If, during any inspection, as required by paragraph (3) of this AD, any discrepancy, as specified in the MSB is found, before next flight, replace both handle latch covers (LH and RH) with P/N 6A6H5600A002081XYZ (left-hand handle latch cover) and P/N 6A6H5600A002082XYZ (right-hand handle latch cover) in accordance with the instructions of Part III of the MSB.
- (8) If, during any operational test as required by paragraph (5) of this AD, any discrepancy is detected, before next flight, contact MAG for applicable corrective action(s) instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Modification:

- (9) For Group 1 and Group 2 helicopters: Unless already done as requested by paragraph (7) of this AD, as applicable, within 6 months after the inspection, as required by paragraph (3) of this AD, replace both handle latch covers (LH and RH) with P/N 6A6H5600A002081XYZ (left-hand handle latch cover) and P/N 6A6H5600A002082XYZ (right-hand handle latch cover) in accordance with the instructions of Part III of the MSB.

Terminating Action(s):

- (10) None.

Part(s) Installation:

- (11) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install an aesthetic cover installation P/N 6A6H5600A002001XYZ or an electrochromic windows installation P/N 6A6H5600A001001XYZ on a helicopter, provided that it is inspected, lubricated, modified and tested, as applicable, in accordance with the requirements of this AD, and, thereafter, the repetitive lubrication and operational test, as applicable, are accomplished on that helicopter.

Ref. Publications:

MAG MSB SB-A6H-015 original issue dated 19 November 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 29 December 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 Mecaer: Via dell'Artigianato V Traversa, 1, 63076 Centobuchi di Monteprandone (AP) – Italy; Tel.: (+39) 0735 7091 – Fax (+39) 0735 701927; Mail: caw@mecaer.com.

