



## Airworthiness Directive

**AD No.:** 2025-0296

**Issued:** 23 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:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

H160-B helicopters

**Effective Date:** 06 January 2026

**TCDS Number(s):** EASA.R.516

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2025-0098 dated 29 April 2025.

### ATA 65 – Tail Rotor Drive – Tail Drive Line Rear Shaft and Damper – Inspections

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**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 ASB:** AH Alert Service Bulletin (ASB) H160-05-00-0004 Issue 002.

**Affected part:** Tail rotor drive shaft, Part Number (P/N) U651A1100102 and P/N U651A1100103, rear damper P/N U651A2200103, damper left-hand (LH) bracket P/N U535A2121207 and damper right-hand (RH) bracket P/N U535A2121208.

**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 where, during specific investigation flight tests performed following in-service issues on a similar tail drive line design, the tail rotor drive rear shaft of the tail drive line came into a contact with its damper.

This condition, if not detected and corrected, could lead to the degradation of the rear damper and/or its support, potentially resulting in the loss of the rear damper function.

To address this potential unsafe condition, AH published the ASB H160-05-00-0004 original issue, providing instructions for inspections of the damper of the tail rotor drive rear shaft area, and, depending on findings, for applicable corrective action(s). Consequently, EASA issued AD 2025-0098, requiring repetitive inspections of the two radii and of the hard chrome oxide deposit on the friction bush located in the rear damper area, as well as inspections for cracks and for loose or missing fasteners on the rear damper supports, and, depending on findings, accomplishment of applicable corrective actions.

Since that AD was issued, a further occurrence of a premature wear of the damper of the tail rotor drive rear shaft was reported. Consequently, AH published the ASB, as defined in this AD, reducing the interval for the repetitive inspections and the compliance time for the corrective action(s), and introducing certain additional inspection to detect the damper wear particles on the transmission deck.

For the reason described above, this AD retains the requirements of EASA AD 2025-0098, which is superseded, and requires accomplishment of the actions as specified in the ASB.

**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:

**Repetitive Inspections:**

- (1) For Group 1 helicopters which, before the effective date of this AD, have not been inspected in accordance with the instructions of AH ASB H160-05-00-0004 original issue: Within 55 flight hours (FH) or 3 months, whichever occurs first after 13 May 2025 [the effective date of EASA AD 2025-0098], and, thereafter, at intervals not exceeding 55 FH, inspect the transmission deck, the two radii in the top area of the rear damper, the hard chrome oxide deposit on the friction bush located under the rear damper, and the rear damper supports in accordance with the instructions of the ASB.
- (2) For Group 1 helicopters which, before the effective date of this AD, have been inspected in accordance with the instructions of AH ASB H160-05-00-0004 original issue: Within 55 flight hours (FH) after the effective date of this AD, but not exceeding 165 FH since last inspection accomplished in accordance with the instructions of AH ASB H160-05-00-0004, and, thereafter, at intervals not exceeding 55 FH, inspect the transmission deck, the two radii in the top area of the rear damper, the hard chrome oxide deposit on the friction bush located under the rear damper, and the rear damper supports in accordance with the instructions of the ASB.



**Corrective Actions:**

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, discrepancies, as indicated in the ASB, are detected, within the compliance time as indicated in the ASB, accomplish the applicable corrective actions in accordance with the instructions of the ASB. If no compliance time is indicated in the ASB, accomplish the applicable corrective actions before next flight.
- Where the ASB instructs to open a Technical Event, this AD requires to contact AH for approved repair instructions and, within the compliance time specified therein, to accomplish those instructions accordingly.
- (4) For helicopters on which, after having accomplished an inspection before the effective date of this AD in accordance with the instructions of AH ASB H160-05-00-0004 original issue, EASA AD 2025-0098 required to replace the rear damper P/N U651A2200103 within 55 FH after that inspection: Unless already done before the effective date of this AD, within 15 FH after the effective date of this AD, without exceeding 55 FH after that inspection, replace the rear damper P/N U651A2200103 in accordance with the instructions of the ASB.

**Terminating Action(s):**

- (5) None.

**Part(s) Installation:**

- (6) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided, thereafter, it is inspected and corrected, as applicable, as required by paragraphs (1), (2) and (3) of this AD.

**Ref. Publications:**

AH ASB H160-05-00-0004 original issue dated 23 April 2025, and Issue 002 dated 22 December 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 20 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](mailto: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](mailto:TechnicalSupport.Helicopters@airbus.com), or Telephone: +33 (0)4 42 859 789.

