Emergency Airworthiness Directive

AD No.: 2026-0001-E

Issued: 08 January 2026

Note: This Emergency 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: 12 January 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Main Rotor Pitch Rod End Bearings – Replacement

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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 EASB: AH Emergency Alert Service Bulletin (EASB) H160-05-00-0008.

Affected part: Main rotor upper pitch rod end bearing Part Number (P/N) U623A30T1002 and P/N U623A30T1006 (manufacturer P/N 12-14043P and P/N 12-14631P), and main rotor lower pitch rod end bearing having P/N U623A30T1001 and P/N U623A30T1005 (manufacturer P/N 12-14042P and P/N 12-14630P).

Serviceable part: An affected part, which is new (never previously installed on any helicopter).

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.

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Reason:

An occurrence was reported where, during a cruise flight, pilots reported significant vibrations and decided to ditch. Subsequent investigation revealed rupture of a main rotor pitch rod.

This condition, if not corrected, could lead to loss of control of the helicopter.

To address this potential unsafe condition, AH published the EASB, providing instructions for replacement of the upper and lower pitch rod end bearings on the pitch rods of the main rotor.

For the reason described above, this AD requires repetitive replacement of affected parts with serviceable parts.

This AD is 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:

Replacement:

(1) For Group 1 helicopters: Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 165 flight hours (FH), replace each affected part with a serviceable part in accordance with the instructions of the EASB.

Table 1 – Initial Replacement

Affected Part FH (see Note 1 of this AD)	**Compliance Time**
Less then 160 FH	Before the affected part accumulates 165 FH
160 FH or more	One flight of maximum duration of 5 FH after the effective date of this AD is allowed before replacement

Note 1: The FH indicated in Table 1 of this AD are those accumulated on the effective date of this AD by an affected part since new (first installation on a helicopter).

Reporting:

(2) Within 7 days after each replacement, as required by paragraph (1) of this AD, report that replacement including sending the affected parts to AH in accordance with the instructions of the EASB.

Terminating Action(s):

(3) None.

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Part(s) Installation:

(4) 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 it is a serviceable part and, thereafter, it is replaced as required by paragraph (1) of this AD.

Ref. Publications:

AH EASB H160-05-00-0008 original issue dated 08 January 2026.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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.

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