



## Airworthiness Directive Cancellation Notice

**AD No.:** 2026-0001-E-CN

**Issued:** 10 March 2026

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

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

H160-B helicopters

**Effective Date:** 10 March 2026

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

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels EASA AD 2026-0001-E dated 08 January 2026, including its Correction dated 09 January 2026.

### ATA 62 – CANCELLED: Main Rotor – Main Rotor Pitch Rod End Bearings – Replacement

**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 lower 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 upper 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).

**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 end.



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. Consequently, EASA issued AD 2026-0001-E requiring repetitive replacement of affected parts with serviceable parts.

Since that AD was issued, further investigation results evidenced that the rupture of a main rotor pitch rod end was caused by an inadequate maintenance procedure applied by an operator. Moreover, the tests performed by AH confirmed that fatigue strength of a pitch rod with no permanent plastic deformation is in line with H160-B certification. Consequently, the unsafe condition addressed by this AD does not exist anymore.

For the reason described above, this AD is no longer necessary and can be cancelled.

**Required Action(s) and Compliance Time(s):**

None.

**Ref. Publications:**

AH EASB H160-05-00-0008 original issue and Issue 002, both dated 08 January 2026, or Issue 003 dated 30 January 2026.

**Remarks:**

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
2. For any question concerning the technical content of this AD-CN, 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.

