European Union Aviation Safety Agency

Airworthiness Directive Cancellation Notice

AD No.: 2026-0001-E-CN
[Correction: 18 March 2026]

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

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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 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, although the accident investigation remains ongoing, AH provided further evidence and performed tests which confirmed that the fatigue strength of a pitch rod conform to its design (i.e. without any permanent plastic deformation) is in line with H160-B certification assumptions. Consequently, the specific unsafe condition addressed by this AD is no longer supported by the current evidence and, therefore, the AD can be cancelled.

This AD is re-issued to amend the wording in the “Reason” section.

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.

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, or Telephone: +33 (0)4 42 859 789.