European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0020

Issued: 27 January 2026

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: 10 February 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Main Rotor Pitch Rod End – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers.

Definitions:

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

The EASB: AH Emergency Alert Service Bulletin (EASB) H160-62-33-0005.

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 P/N U623A30T1001 and P/N U623A30T1005 (manufacturer P/N 12-14042P and P/N 12-14630P).

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 and a permanent plastic deformation of the pitch rod in the failure area.

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

To address this potential unsafe condition, AH published the EASB, providing instructions for inspection of the upper and lower pitch rod ends and for reporting the inspection results to AH.

The EASB is a supplementary measure to the instructions provided by AH EASB H160 05-00-0008, which are required by EASA AD 2026-0001-E.

For the reason described above, this AD requires a one-time inspection of the affected parts, and reporting of the inspection results.

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:

Inspections:

(1) Within 5 flight hours after the effective date of this AD, inspect each affected part in accordance with the instructions of the EASB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as specified in the EASB is detected, before next flight, contact AH for the approved corrective action(s) instructions, and, within the compliance time specified therein, accomplish those instructions accordingly.

Reporting:

(3) Within 7 days after the inspection as required by paragraph (1) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results to AH. Using the Response Form attached to the EASB is an acceptable method to comply with this requirement.

Ref. Publications:

AH EASB H160-62-33-0005 original issue dated 26 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. 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 24 February 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.

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.