



## Airworthiness Directive

**AD No.:** 2026-0104

**Issued:** 08 June 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: 22 June 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

## ATA – Rotorcraft Flight Manual – Limitations Section – Amendment

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### Manufacturer(s):

Airbus Helicopters (AH)

### Applicability:

H160-B helicopters, all serial numbers.

### Definitions:

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

**The RFM RR:** H160-B Rotorcraft Flight Manual (RFM) Rush Revision (RR) Volume 1, Section 2.4, Revision Date 13 March 2026 (7586/7587).

### Reason:

An occurrence was reported of an unintended helicopter's loss of altitude during HELIONIX Software (SW) development flight tests with an engineering SW version aimed at improving the CAT A procedure. During a take-off with the Automatic Flight Control System (AFCS) in Assisted Take-Off mode, the crew observed that, after simulating an engine failure, the aircraft behavior during continued take-off was not consistent with the behavior seen with the certified HELIONIX SW V9.1.



This condition, if not corrected, could lead to a deviation from the intended flight path during continued take-off in One Engine Inoperative (OEI) conditions after the Take-Off Decision Point (TDP), possibly resulting in loss of the helicopter.

To address this potential unsafe condition, AH published the RFM RR, to introduce a pilot limitation requiring hands-on flying when using the Assisted Take-Off mode in OEI conditions after the TDP.

For the reason described above, this AD requires implementation of this RFM limitation.

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:

#### **RFM Amendment:**

- (1) Within 30 days after the effective date of this AD, implement the new limitations as described in the RFM RR.
- (2) Amending the RFM of a helicopter by incorporating the RFM RR or a later RFM revision which includes provisions introduced by the RFM RR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

#### **Ref. Publications:**

H160-B RFM RR Volume 1, Section 2.4, Revision Date 13 March 2026 (7586/7587) dated 02 June 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 06 July 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.

