



Airworthiness Directive

AD No.: 2026-0116

Issued: 15 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: 29 June 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Emergency Exit Rope on the Jettisonable Window Systems – Cleaning

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) H160-52-20-0004.

Affected parts: Any part, identified as “Components affected” and listed by Part Number (P/N) and Manufacturer P/N, as applicable, in section “Applicability” of the ASB.

Groups: Group 1 helicopters are those that have affected parts installed. Group 2 helicopters are those that do not have affected parts installed.



Reason:

An occurrence was reported of inability to operate the jettisoning function of a window. Further investigation revealed presence of white particles on the rope of the jettisoning system, preventing the rope to slide and, as a consequence, blocking the jettison mechanism of the window.

This condition, if not corrected, could prevent the jettison of a window, possibly affecting evacuation of helicopter occupants during an emergency situation.

To address this potential unsafe condition, AH published the ASB, providing instructions for rinsing partial area of the ropes of the jettison systems.

For the reason described above, this AD requires cleaning of the ropes of jettisonable windows and performing an operational test of the windows jettisonable systems.

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:

Cleaning:

- (1) For Group 1 helicopters: Within 6 months after the effective date of this AD, clean the ropes of the jettisonable windows in accordance with the instructions of the ASB.

Operational Test:

- (2) Before next flight after the cleaning, as required by paragraph (1) of this AD, perform an operational test of the windows jettison systems in accordance with the instructions of the ASB.
- (3) If, during the operational test as required by paragraph (2) of this AD, any discrepancy is detected, before next flight, contact AH for applicable corrective action(s) instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Part(s) Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install affected parts on a helicopter, provided that it is cleaned and tested, as applicable, in accordance with the requirements of this AD.

Ref. Publications:

AH ASB H160-52-20-0004 original issue (Issue 001) dated 04 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 13 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.
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.

