



Airworthiness Directive

AD No.: 2026-0193

Issued: 09 October 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: 23 October 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0009 dated 10 January 2025.

ATA 52 – Doors – Jettisonable Window Mechanism – Lubrication / Operational Test / Modification

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH H160-B helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Any part, identified in the Applicability, Component affected section of the ASB.

The ASB: AH Alert Service Bulletin (ASB) H160-05-00-0001.

The modification ASB: AH ASB H160-52-20-0003.

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



Reason:

Occurrences were reported where difficulty was experienced when applying the jettisoning function of the windows. Subsequent investigation determined that in some cases the effort needed to move the locking fingers from the locking position may be too high.

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

To address this potential unsafe condition, AH issued the ASB, providing instructions for lubrication of the locking fingers of the windows jettisonable systems. Consequently, EASA published AD 2025-0009, requiring repetitive lubrication of the affected parts and repetitive operational tests of the windows jettisonable systems.

Since that AD was issued, AH developed a new design improving the locking mechanism and issued the modification ASB, providing instructions for the modification of the emergency windows.

For the reasons described above, this AD retains the requirements of EASA AD 2025-0009, which is superseded, and requires modification of the affected part.

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:

Repetitive Lubrication:

- (1) For Group 1 helicopters: Within 110 flight hours or 3 months, whichever occurs first after 24 January 2025 [the effective date of EASA AD 2025-0009], and, thereafter, at intervals not exceeding 6 months, lubricate each affected part in accordance with the instructions of the ASB.

Repetitive Operational Tests:

- (2) For Group 1 helicopters: Following any lubrication of each affected part as required by paragraph (1) of this AD, perform operational test of the windows jettisonable systems in accordance with the instructions of paragraph 4.3 of the accomplishment procedure of the ASB and, depending on findings, contact AH for applicable corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Modification:

- (3) For Group 1 helicopters: Within 12 months after the effective date of this AD, modify each affected part in accordance with the instructions of the modification ASB. After modification the helicopter is considered a Group 2 helicopter.

Terminating Action(s):

- (4) Accomplishment of the modification on a helicopter, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive lubrication and repetitive operational tests as required by paragraphs (1) and (2) of this AD for that helicopter.



Part(s) Installation:

- (5) For Group 1 helicopters: From 24 January 2025 [the effective date of EASA AD 2025-0009], it is allowed to (re)install an affected part on a helicopter, provided that, before installation, it is lubricated and tested in accordance with the instructions of the ASB and, thereafter, it is lubricated and tested as required by paragraphs (1) and (2) of this AD.
- (6) After modification as required by paragraph (3) of this AD, do not install an affected part on any helicopter.

Ref. Publications:

AH ASB H160-05-00-0001 original issue dated 09 January 2025, issue 002 dated 10 April 2025, or issue 003 dated 20 November 2025.

AH ASB H160-52-20-0003 original issue dated 02 October 2026.

The use of later approved revisions of the above-mentioned documents 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 November 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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66
Web portal: <https://airbusworld.helicopters.airbus.com> or
E-mail: support.technical-airframe.ah@airbus.com.

