Emergency Airworthiness Directive

AD No.: 2026-0226-E

Issued: 25 November 2026

Note: This Emergency 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: 27 November 2026

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Locking of the Cockpit Jettisonable Windows – Inspection

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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 EASB: AH Emergency Alert Service Bulletin (EASB) H160-52-20-0005.

Affected part: Pilot jettisonable window Part Number (P/N) U522A10T1006 (manufacturer P/N 045-14405-990) and P/N U522A1001101, and co-pilot jettisonable window P/N U522A20T1008 (manufacturer P/N 045-14402-990) and P/N U522A2001101.

Groups: Group 1 helicopters are those having an affected part installed. Group 2 helicopters are those not having an affected part installed.

Reason:
An occurrence was reported where, during the test in the assembly line following installation, it was noticed that the Direct Visual Indicator (DVI) of the jettisonable system of the cockpit windows

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showed the red warning flag. The following investigation confirmed that if the red warning flag is not totally turned off, the cockpit jettisonable windows can unlock and subsequently be lost in flight.

This condition, if not detected and corrected, could lead to the cockpit jettisonable windows detachment, possibly resulting in damage to the helicopter, and/or injury to persons on the ground.

To address this potential unsafe condition, AH published the EASB, providing instructions for inspection for proper installation of the cockpit jettisonable windows.

For the reason described above, this AD requires an inspection to verify the installation of affected parts and, depending on findings, accomplishment of corrective action(s).

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:

Inspection:

(1) For Group 1 helicopters: Within 10 flight hours after the effective date of this AD, inspect each affected part to verify its installation 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, accomplish the applicable corrective action(s) in accordance with the instructions of the EASB (see Note 1 of this AD).

Note 1: The 'applicable corrective action', as identified in paragraph (2) of this AD, may include, depending on findings, contacting AH for approved corrective instructions and the accomplishment of those instructions accordingly.

Part(s) Installation:

(3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that, concurrently with that installation, it is inspected to verify its installation and corrected, as applicable, as required by paragraphs (1) and (2), as applicable, of this AD.

Ref. Publications:

AH EASB H160-52-20-0005 original issue dated 24 November 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.

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2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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.

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