



Airworthiness Directive

AD No.: 2025-0130

Issued: 04 June 2025

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: 18 June 2025

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Life-Raft System Container Assembly – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) H160-25-68-0001.

Affected ELRS: Left-hand (LH) and right-hand (RH) emergency life-raft system (ELRS) container assemblies having AH Part Number (P/N) U256A80A1005 and P/N U256A80A1006, respectively, except those which have been repaired in accordance with the instructions of Safran Aerosystems Service Bulletin (SB) 025-64-49, and except those which are identified as amendment A or higher.

Serviceable ELRS: An ELRS, eligible for installation in accordance with AH instructions, which is not an affected ELRS; or an affected ELRS which has not exceeded 12 months since new or since last overhaul, accomplished before the effective date of this AD.



Groups: Group 1 helicopters are those equipped with an affected ELRS.
Group 2 are all other helicopters.

Reference starting point: The date on which an affected ELRS accumulates 12 months since new or since last overhaul, as applicable, or the effective date of this AD, whichever occurs later.

Reason:

A leak on a gas cylinder of an ELRS was reported on a helicopter. Subsequent investigation determined that this leakage was induced by geometrical gaps between the burst disc and the valve body.

This condition, if not corrected, could lead to failure of release of the life rafts during an emergency, potentially compromising the ability to ensure the safety of the crew and passengers in the event of a survivable accident.

To address this unsafe condition, AH published the ASB, which refers to Safran Aerosystems SB 025-64-49, providing instructions for removal of the affected ELRSs and their replacement with serviceable ELRSs.

For the reason described above, this AD requires replacement of the affected ELRSs and provides the part(s) installation condition.

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:

Replacement:

- (1) For Group 1 helicopters: Within 150 flight hours (FH) or 6 months (see Note 1 of this AD), whichever occurs first after the reference starting point, but not exceeding 30 months since last overhaul of the affected ELRS, replace each affected ELRS with a serviceable ELRS in accordance with the instructions of the ASB.

Note 1: A tolerance of 15 FH or 18 days may be applied to the compliance times specified in paragraph (1) of this AD to allow synchronization of the required actions with other maintenance tasks, for which a tolerance is granted in the applicable Maintenance Manual.

Part(s) Installation:

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected ELRS on a helicopter, provided that it is a serviceable ELRS, as defined in this AD, and, thereafter, it is replaced as required by paragraph (1) of this AD.

Ref. Publications:

AH ASB H160-25-68-0001 original issue dated 12 May 2025.

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. This AD was posted on 13 May 2025 as PAD 25-073 for consultation until 27 May 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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.

