



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-091

Issued: 25 June 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

H160-B helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Life-Raft Personal Locator Beacon – Inspection

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) H160-25-63-0001.

Affected part: Personal locator beacon (PLB) having Part Number (P/N) U256M30T1001 (Manufacturer P/N 500-32-2Y-H).

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



Reason:

Occurrences were reported of a fully discharged PLB battery installed on emergency life-raft system (ELRS) located on a helicopter. In addition, an occurrence was reported that the ropes connecting the two ELRS to the PLB were not correctly attached.

These conditions, if not detected and corrected, could lead to an operational failure of the PLB or its loss during an emergency use of life-raft, possibly resulting in delayed arrival of the rescue services and timely medical assistance to injured crew members or passengers after a ditching.

To address this potential unsafe condition, AH published the ASB, providing instructions for an inspection of the battery pack of the PLB and of the attachment of the PLB to the ELRS, and, depending on findings, corrective action(s).

For the reason described above, this AD requires inspection of the affected part, and, depending on findings, correction.

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 330 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD, inspect each affected part and the rope connection between the affected part and the ELRS in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection, as required by paragraph (1) of this AD, any discrepancy as described in the ASB is detected on an affected part and on the rope connection between the affected part and the ELRS, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

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 and the rope connection between the affected part and the ELRS on a helicopter, provided that it is inspected and, depending on findings, corrected, as required by paragraphs (1) and (2) of this AD.

Ref. Publications:

AH ASB H160-25-63-0001 original issue dated 24 June 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 23 July 2025.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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.

