



Airworthiness Directive

AD No.: 2025-0161

Issued: 29 July 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 M.L.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 M.L.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: 12 August 2025

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Doors – Jettisonable Window System Retaining Rings – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers (s/n), delivered before 01 May 2025 (date of EASA Form 52, or equivalent statement of conformity).

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) 160-52-20-0002.

Affected parts: Jettisonable window system elements identified as “Components affected” and listed by Part Number (P/N) and Manufacturer P/N in section “Applicability” of the ASB.

Reason:

Occurrences were reported of missing retaining rings on some of the hinge pins of jettisonable window systems. Preliminary investigation revealed that some retaining rings had not been installed in production.

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



To address this potential unsafe condition, AH published the ASB providing instructions for an inspection of the installation of retaining rings on all the hinge pins of the jettisonable window systems and, depending on findings, corrective action(s).

For the reason described above, this AD requires a one-time inspection of the affected parts and, depending on findings, performing 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) Within 6 months after the effective date of this AD, inspect each affected part 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 retaining ring is found missing at any position as listed in Table 1 of this AD, before next flight, install a retaining ring at that position in accordance with the instructions of the ASB.

Table 1 – Retaining Ring Position

Window / Door	Position
<ul style="list-style-type: none"> - Pilot jettisonable window - Co-pilot jettisonable window 	Position P2 or P3, as defined in the ASB
<ul style="list-style-type: none"> - LH Hinge door emergency exit assembly - RH Hinge door emergency exit assembly 	Position P2, P5, P6 or P7, as defined in the ASB

- (3) If, during the inspection, as required by paragraph (1) of this AD, any retaining ring is found missing at any position not listed in Table 1 of this AD, within 6 months after that inspection, install a retaining ring at that position in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB 160-52-20-0002 original issue dated 25 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 26 June 2025 as PAD 25-094 for consultation until 24 July 2025. No comments were received during the consultation period.



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.

