



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-137

Issued: 01 September 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/cancellation 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 Location Transmitter Mounting Tray – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

H160-B helicopters, all serial numbers, except those that have embodied modification ECP_H160.S07221 in production.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) H160-25-65-0003.

Affected part: ARTEX Emergency Location Transmitter (ELT) 4000L MTG TRAY Part Number (P/N) U256A50A1003 (manufacturer P/N 452-3052-3).

Serviceable part: ARTEX ELT 4000L MTG TRAY P/N U256A50A1004.



Groups: Group 1 helicopters are s/n 1002, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1015, 1016, 1020 and 1022, except those modified in accordance with AH Service Bulletin (SB) H160-25-65-0001.

Group 2 helicopters are those that are not Group 1 helicopters.

Reason:

An occurrence of corrosion of internal components of an ELT was reported during the maintenance of a helicopter. The subsequent investigation determined that the ELT was installed in an area exposed to the rain, which caused water ingress and accumulation inside the ELT, resulting in its failure. An improved ELT mounting tray had previously been designed with draining holes, however, subsequent analysis revealed that this design was insufficient in mitigating the effects of stagnant water accumulation, resulting in ELT system failure.

This condition, if not corrected, could prevent the ELT from transmitting distress signals, possibly delaying the rescue of occupants after a survivable accident.

To address this potential unsafe condition, AH issued the ASB providing instructions for replacement of the ELT mounting tray.

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 and Group 2 helicopters: Within 12 months after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

Concurrent Requirement(s):

- (2) For Group 1 helicopters: Concurrently with the replacement as required by paragraph (1) of this AD for a helicopter, modify that helicopter in accordance with the instructions of AH SB H160-25-65-0001.

Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.
- (4) For Group 1 and Group 2 helicopters: After the modification as required by paragraph (1) of this AD, do not install ARTEX bottom cover P/N 704A45737091 nor ARTEX front cover P/N 704A45737093 on any helicopter.

Note 1: Removing an affected part from a helicopter and, during the same maintenance visit, re-installing that part on the same aeroplane, is not considered to be “install” as specified in paragraph (3) of this AD.

Ref. Publications:

AH SB H160-25-65-0001 original issue (issue 0001) dated 16 May 2023.



AH ASB H160-25-65-0003 original issue (issue 001) dated 28 August 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 29 September 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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone (+33 (0)4 42 859 797, Fax +33 (0)4 42 85 99 66; Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, Telephone +33 (0)4 42 85 97 89, or E-mail: support.technical-airframe.ah@airbus.com.

