

Airworthiness Directive

AD No.: 2025-0009

Issued: 10 January 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: 24 January 2025

TCDS Number(s): EASA.R.516

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Jettisonable Window Mechanism – Lubrication / Operational Test

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH H160-B helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Any part, identified by 'Manufacturer reference' and 'Airbus Helicopters reference' in the Applicability section of the ASB.

The ASB: AH Alert Service Bulletin (ASB) H160-05-00-0001.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

Occurrences were reported where difficulty was experienced when applying the jettisoning function of the windows. Subsequent investigation determined that in some cases the effort needed to move the locking fingers from the locking position may be too high.

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

To address this potential unsafe condition, AH issued the ASB, providing instructions for lubrication of the locking fingers of the windows jettisonable systems.

For the reasons described above, this AD requires repetitive lubrication of the affected parts and repetitive operational tests of the windows jettisonable systems.

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:

Repetitive Lubrication:

- (1) For Group 1 helicopters: Within 110 flight hours or 3 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 6 months, lubricate each affected part in accordance with the instructions of the ASB.

Repetitive Operational Tests:

- (2) For Group 1 helicopters: Following any lubrication of each affected part as required by paragraph (1) of this AD, perform operational test of the windows jettisonable systems in accordance with the instructions of paragraph 4.3 of the accomplishment procedure of the ASB and, depending on findings, contact AH for applicable corrective action(s) instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Terminating Action(s):

- (3) None.

Part(s) Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install an affected part on a helicopter, provided that, before installation, it is lubricated and tested in accordance with the instructions of the ASB and, thereafter, it is lubricated and tested as required by paragraphs (1) and (2) of this AD.

Ref. Publications:

AH ASB H160-05-00-0001 original issue dated 09 January 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 07 February 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66
Web portal: <https://airbusworld.helicopters.airbus.com> or
E-mail: support.technical-airframe.ah@airbus.com.

