



Airworthiness Directive

AD No.: 2025-0162

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 – 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 those which are not Group 1 helicopters.

Reason:

Occurrences were reported of a fully discharged PLB battery installed on an 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 25 June 2025 as PAD 25-091 for consultation until 23 July 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.

