Type Acceptance Report

TAR 24/21B/12 – Revision 0

Airbus Helicopters H160-B

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Executive Summary

New Zealand Type Acceptance has been granted to the Airbus Helicopters H160 series based on validation of EASA Type Certificate number EASA.R.516 There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Section 2, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 24/21B/12 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically, the report aims to:

(a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and

(b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and

(c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

The report notes the status of all models included under the State-of-Design type certificate which have been granted type acceptance in New Zealand, which are listed in Section 2.

The history of the Airbus Helicopter H160 model type acceptance in New Zealand under type certificate EASA.R.516 is listed in Appendix 1.

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Airbus Helicopters

Type Certificate: EASA.R.516
Issued by: European Union Aviation Safety Agency

Production Approval: EASA.21G.0070

(c) Models Covered by the Part 21B Type Acceptance Certificate:

(i) **Model:** H160-B

MCTOW: 6,050 Kg (13,338 lbs)

Minimum Flight crew: VFR one pilot (right seat)
IFR one pilot (right seat)

Max. No. of Seats: 14 (including flight crew)

Noise Standard: ICAO Annex 16, Volume I, Part II, Chapter 8. 7th Edition Amdt 11-B
(Corresponding to CS-36 Amendment 4)

Engine: Safran Helicopter Engines Arrano 1A

Type Certificate: EASA.E.095
Issued by: European Union Aviation Safety Agency

3. Application Details and Background Information

The application for New Zealand type acceptance of the Airbus Helicopters H160-B was from Airbus Helicopters, initially dated 29 February 2024 This application was placed on hold until renewed interest for type acceptance in June of 2025 to coincide with a demonstrator aircraft being nearby in Australia and potentially coming to New Zealand. The H160-B is a 14 seat (including crew) twin-turbine Transport Category helicopter intended for airline or executive transport, offshore oil support, HEMS and search and rescue operations. As part of the type acceptance process, representatives of Airbus Helicopters provided a validation presentation at CAA National Office. Based on the information provided at the presentation and CAA's previous engagement activities with Airbus Helicopters, it was determined a validation visit at Airbus Helicopters was not required.

Type Acceptance Certificate No. 24/21B/12 was granted on 4th of February 2026 to the Airbus Helicopters H160-B based on validation of EASA Type Certificate EASA.R.516. Specific applicability is limited to the coverage provided by the operating documentation supplied.
There are no special requirements for import into New Zealand.

The H160-B has a five bladed spheriflex main rotor and a ten bladed fenestron ducted tail rotor. The airframe is of a composite structure and rotorcraft is fitted with a retractable tricycle style landing gear. The main cabin is fitted with two sliding doors. A VIP version from factory is available with hinged cabin doors and retractable VIP entry steps. There are 3rd party VIP interior STCs available, these utilise the sliding cabin door version of the aircraft without the retractable steps.

Additional OEM optional equipment is available for the H160-B these include but are not limited to:

- Emergency floatation system
- Engine inlet barrier filter
- Hoist
- Sling (cargo hook)
- Emergency Egress Line

The H160-B is fitted with the Airbus Helicopters Helionix system which is various other helicopter models. The standard AFCS system provides control and stability in four axis (pitch, roll, yaw and collective). Additionally there is an option for SAR upper modes aiding flight crew on mission flights.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:

EASA Type Certificate Number: EASA.R.516, dated 01 July 2020

Type Certificate Data Sheet number EASA.R.516 at Issue 5 dated 22 April 2025 – Model H160-B approved 01 July 2020

(2) Airworthiness design requirements:

(i) Airworthiness Design Standards:

The certification basis of the H160-B is EASA CS-29 Amendment 3, with selected paragraphs at amendments 5, 8, and 11 as listed in the TCDS. This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41 and Advisory Circular 21-1A, as CS-29 are equivalent to FAR 29 which is the basic standard for Transport Category Rotorcraft called up under Part 21 Appendix C and Advisory Circular 21-1.

The TCDS lists five Special Conditions, two deviations and fifteen equivalent level of safety findings, all of which are listed below. These special conditions, deviations and equivalent level of safety findings were presented on during the validations meeting and supporting documentation has been reviewed and accepted by CAA

There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

(ii) Special Conditions:

SC B-03 -Search and rescue (SAR) modes certification – For AFCS SAR Modes which allow Single/Dual Pilot operations for over water automatic approach to hover, departure from hover, and in hover, under instrument meteorological conditions (IMC) in area which is clear of obstructions

SC E-01 -Extended Take-Off Power duration – For all engines operating (AEO) hover during extended periods at a power level hight than Max Cont (up to Max TO) for a continuous excursion up to 30 minutes.

SC F-01 - Protection from the effects of High Intensity Radiated Fields (HIRF) – For closing the gap that exists in CS-29 Amendment 3 towards protecting helicopters with electronic equipment to the effects of HIRF.

SC F-13 -Non-rechargeable Lithium Battery Installations – For closing the gap that exists in CS-29 Amendment 3 in relation to specific and adequate safety standards for the certification of non-rechargeable lithium batteries systems

SC F-35 - Equipment, Systems and Network Information Security - For closing the gap that exists in CS-29 Amendment 3 in relation to specific and adequate safety standards for the certification of cyber security protection (against vulnerabilities: intentional forged

malware, intentional alteration of critical data, aircraft network, system or database).

(iii) Deviations

DEV D-21 - 29.735(c)(2) - Electric Brake Slope Landing – The H160 was initially equipped with an Electric braking system, during flight test it was shown the system could not comply with CS29.735(c)(2), as it was unable to hold the rotorcraft parked on a 10 degree slope. This deviation was time limited and post TC all aircraft have been equipped with a Hydraulic braking system.

DEV D-23 – 29.865(a), 1301(d), 1309(a),(b) - Collins Aerospace 'Population 2' Hoist System Installation – For hoist P/N 42325-19-106, failure of the clutch can lead to uncontrolled reel-out. Airbus Helicopters maintains a record of aircraft installed with the fixed provisions delivered with this hoist and will retrofit with next generation hoist system on aircraft exceeding the agreed 20 helicopters limit.

(iv) Equivalent Level of Safety Findings:

ESF D-15 - 29.807 (c) - Passenger emergency exits / other than side-of-fuselage – For emergency exits the H160 uses a different configuration than prescribed. Cabin configuration requirements are such that there is always one seat that can be used by the passengers to climb to the side emergency exit, located upward of the helicopter when it rests on its side.

ESF D-16 - 29.807 (d)(2) and (d)(3) - Ditching emergency exit for passengers – For 10 to 12 pax configuration the H160 does not fully comply to regulation, as it has no Type III exit. It offers instead two type IV emergency exits on both sides of each seat row.

ESF D-19 - 29.807 (a)(4) - Passenger emergency exits – For the sliding door window, the regulations consider a emergency exit larger than the prescribed size still as a single exit. Airbus Helicopters have demonstrated that the single large window in the sliding door is equivalent to two type IV emergency exits.

ESF D-22 - 29.807 (c) - Use of flight crew emergency exits for passenger evacuation with the rotorcraft on its side. – For public service cabin configurations the cabin layout for up to four occupants where a full row of seats will not provide support to the occupants in reaching cabin emergency exits, when the helicopter is resting on its side. This equivalent level of safety finding considers the compensating factor the flight crew emergency exits in the cockpit can be used for up to four cabin occupants and is accessible from the cabin through a passage in the bulkhead between the cabin and the cockpit.

ESF E-07 - 29.1203 (d) - Fire detection electrical circuit testability - In lieu of manual checking provisions required by regulation, H160 provides automation of fire detector system monitoring to ensure the correct functioning of detector electrical circuit before each flight.

ESF E-28 - 29.1145 - Ignition Switches - A Stop/Idle/Flight (S/I/F) switch per engine is wired to its engine EECU, which selects one of the two igniters (or both) depending on ground/flight conditions. This switch does not allow the control of each individual ignition circuit, hence it does not strictly comply with the regulations. Use of FADEC internal logics as compensating factor for direct ignition controls

ESF E-29 - 29.1195 - Multipurpose Fire Extinguishing System – The H160-B utilises a Fire extinguishing system that is shared between the engines and cargo compartment. The LH and RH bottles can be used to extinguish on either engine. The RH bottle can be used to

extinguish the cargo compartment.

ESF E-35 - 29.1191 - Backside Fire Ignition – except for configurations where direct compliance with 29.1191 was demonstrated. - During fire testing, the thermal blanket protecting the torque tube and the engine deck have exhibited some backside fire ignition. Compensating factors were found acceptable. Later redesign of the Torque tube, ensured compliance with 29.1191

ESF F-03 - 29.1305, 29.1351, 29.1435 - Part time display of vehicle parameters - In lieu of power-plant, electrical and hydraulic systems parameters providing direct and constant information to the flight crew, HELIONIX uses part time display for these parameters.

ESF F-04 - 29.1303 (g)(2), CS 29 App B VIII (a)(2) - Independent Power Source for Standby Attitude Instrument - In lieu of a dedicated battery, the standby attitude indication can feed from 2 batteries, and emergency generator driven by the MGB.

ESF F-05 - CS-29, Appendix B VIII c – Thunderstorm Lights – For use of MFD lighting function (FND page) as equivalent level of safety, as the pilot can adjust the luminance during flight under IFR in lightning conditions as required by external conditions in order to provide high intensity lighting.

ESF FCD-01 -CS-FCD T3 Evaluation Process - The ESF is claimed, in lieu of direct compliance to CS FCD.425(g), the validity of the T3 evaluation results on another aircraft, (with same function/system), is extended to the H160-B.

ESF G-03 - 29.1305, 29.1309, 29.1525, 29.1549 - Engine Training Mode – rules do not allow display of biased parameters, so it defines an equivalent level of safety for indications of OEI engine training mode. Indication is specially marked with T symbol to indicate training mode operation.

ESF G-05 - 29.1545, 29.1549 - Airspeed and Powerplant indicators green arcs - To compensate for outdated regulations taking into account only conventional flight and engine instruments.

ESF G-06 - 29.1555 (c)(1) - Usable fuel capacity marking – The rule requires marking of the usable fuel capacity at the fuel quantity indicator (if no fuel system selector) or near the selector (if a fuel system selector). Airbus Helicopters products equipped with HELIONIX avionics system uses a useable fuel indication in cockpit display as equivalent level of safety.

(v) Airworthiness Limitations:

See Airworthiness Limitation documentation as listed in section 6 of this report.

(3) Aircraft Noise and Engine Emission Standards:

(i) Environmental Standard:

Chapter 2 of Part II of Volume II, Third Edition (Amdt. 8) of ICAO Annex 16 to the Chicago Convention (as implemented in CS-34, Amdt. 2, dated 12 January 2016)

(ii) Compliance Listing:
TCDS for Noise EASA.R.516 at Issue 1 dated 01 July 2020

Model:	MTOW	Take-Off EPNL	Overflight EPNL	Approach EPNL
H160-B	6050 kg	89.9	88.6	91.0

(4) Certification Compliance Listing:

Document reference: H160-B_CCL, U000A3567E01_TN

(5) Flight Manual: EASA Approved Flight Manual H160-B
(version date 13/10/2025 at writing of this report)
CAA Accepted as AIR 4006

(6) Operating Data for Aircraft, Engine and Propeller:

(i) Maintenance Manual:
The O.R.I.O.N. eManual system contain the following manuals for the H160
- Aircraft Maintenance Manual
- Airworthiness Limitation Section
- Maintenance Program
- System Description Section
- Wiring Diagram Manual
- Structural Repair Manual
- Standard Practices Manual
- Component Maintenance Publication

(ii) Current service Information:
ASB and SB are available for the H160-B on AirbusWorld Helicopters O.R.I.O.N. and pdf Publications

(iii) Illustrated Parts Catalogue:
The Illustrated Part Manual is contain in the O.R.I.O.N. eManual system for the H160

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

CAA 2171 provided by Airbus Helicopters, signed by Willy Halim, dated 17 December 2025. Access to the documents via the O.R.I.O.N. eManual system has been confirmed by CAA at writing of this report.

(8) Other information:

Master Minimum Equipment List - EASA

5. New Zealand Operational Rule Compliance

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 has been assessed as they are a prerequisite for the grant of an airworthiness certificate.

Civil Aviation Rules Part 26

Subpart B – Additional Airworthiness Requirements

Appendix B – All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	***To be determined on an individual aircraft basis***
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	N/A – Agricultural Aircraft only

Appendix E – Helicopters

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
E.1	Doors and Exits	CS 29.783(c), (e) Amdt.3
E.2.1	Emergency Exit Marking	CS 29.809(c), 811 Amdt.3

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:	
91.505	Seating and Restraints – Safety belt/Shoulder Harness		CS 29.785(b) Amdt.3	
91.507	Pax Information Signs – Smoking, safety belts fastened		CS 29.853(c), 1413 Amdt.3	
91.509 Min. VFR	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	CS 29.1303(a) Amdt.3 N/A CS 29.1303(b) Amdt.3 CS 29.1303(c) Amdt.3 CS 29.1305(a)(3) Amdt.3 CS 29.1305(a)(12) Amdt.3 CS 29.1305(a)(6) Amdt.3	(8) Coolant Temp (9) Oil Temperature (10) Manifold Pressure (11) Cylinder Head Temp. (12) Flap Position (13) U/c Position (14) Ammeter/Voltmeter	N/A – Turbine powered CS 29.1305(a)(9) Amdt.3 N/A – Turbine powered N/A – Turbine powered N/A - Helicopter CS 29.729(e) Amdt.3 CS 29.1351(b)(6) Amdt.3
91.511 Night	(1)Turn and Slip (2) Position Lights	CS 29.1303(g) Amdt.3 CS 29.1385 Amdt.3	(3) Anti-collision Lights (4) Instrument Lighting	CS 29.1401 Amdt.3 CS 29.1381 Amdt.3
91.517 IFR	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	CS 29.AppB.VIII(a)(2) Amdt.3 CS 29.AppB.VIII(a)(1) Amdt.3 CS 29.AppB.VIII(b)(3) Amdt.3 CS 29.1303(b), 1325(e) Amdt.3	(5) OAT (6) Time in hr/min/sec (7) ASI/Heated Pitot (8) Rate of Climb/Descent	CS 29.1303(e) Amdt.3 CS 29.1303(d) Amdt.3 CS 29.1303(a), 1323(f) Amdt.3 CS 29.1303(i) Amdt.3
91.519	IFR Communication and Navigation Equipment		**Operating Rule – Compliance as applicable**	
91.523	Emergency Equipment: (a) More Than 9 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily accessible to crew (c) More than 61 pax – Portable Megaphones per Table 9		**Operating Rule – Compliance as applicable** **Operating Rule – Compliance as applicable** N/A – Less than 20 Passengers N/A – Less than 61 Passengers	
91.529	ELT – TSO C126 406 MHz after 22/11/2007		**Operating Rule – Compliance as applicable**	
91.531	Oxygen Indicators – Volume/Pressure/Delivery		**Operating Rule – Compliance as applicable**	
91.533	Oxygen for non-Pressurised Aircraft: >30 min above FL100 – Supplemental for crew, 10% Pax – Therapeutic for 3% of Pax Above FL100 – Supplemental for all Crew, Pax – Therapeutic for 1% of Pax – 120l PBE for each crew member		**Operating Rule – Compliance as applicable** H160's maximum service ceiling is 20 000 ft PA	
91.541	SSR Transponder and Altitude Reporting Equipment		**Operating Rule – Compliance as applicable**	
91.543	Altitude Alerting Device – Turbojet or Turbofan		N/A – Not turbojet or turbofan powered	

91.545	Assigned Altitude Indicator	N/A – Aeroplanes only
A.15	ELT Installation Requirements	**Operating Rule – Compliance as applicable**

Civil Aviation Rules Part 135

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:
135.355	Seating and Restraints – Shoulder harness flight-crew seats		CS 29.785(b) Amdt.3
135.357	Additional Instruments (Powerplant and Propeller)		CS 29.1549 Amdt.3
135.359	Night Flight	Landing light, Pax compartment	**Operating Rule – Compliance as applicable**
135.361	IFR Operations	Speed, Alt, spare bulbs/fuses	**Operating Rule – Compliance as applicable**
135.363	Emergency Equipment (Part 91.523 (a) and (b))		**Operating Rule – Compliance as applicable**
135.367	Cockpit Voice Recorder		N/A – H160 is single pilot
135.369	Flight Data Recorder		CS 29.1459 Amdt.3
135.371	Additional Attitude Indicator		N/A – Not turbojet or turbofan powered

NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.

2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.

3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

Copy of EASA Type Certificate Data Sheet Number EASA.R.516

Sign off

…….

Rens Molenaar
Certification Engineer

…….

Checked – Kiran Debipersad
Certification Engineer

Appendix 1

List of Type Accepted Variants:

Model:	*Applicant:*	*CAA Work Request:*	*Date Granted:*
H160-B	Airbus Helicopters	24/21B/12 (Job 6704)[1]	04 February 2026

[1] During the type acceptance process from request until completion, CAA business systems. The reference in brackets, reflects the current system reference.

Appendix 2

3-View Drawing Airbus Helicopters H160-B

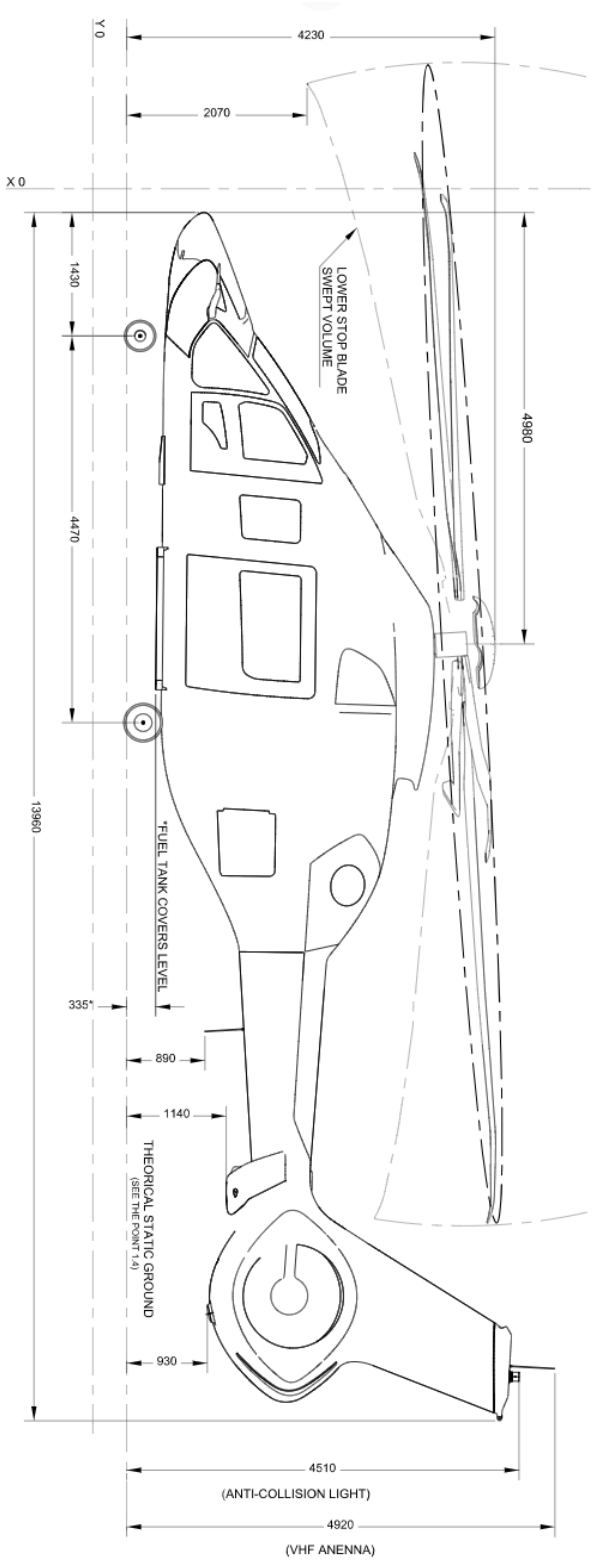

Figure 1 - Right View

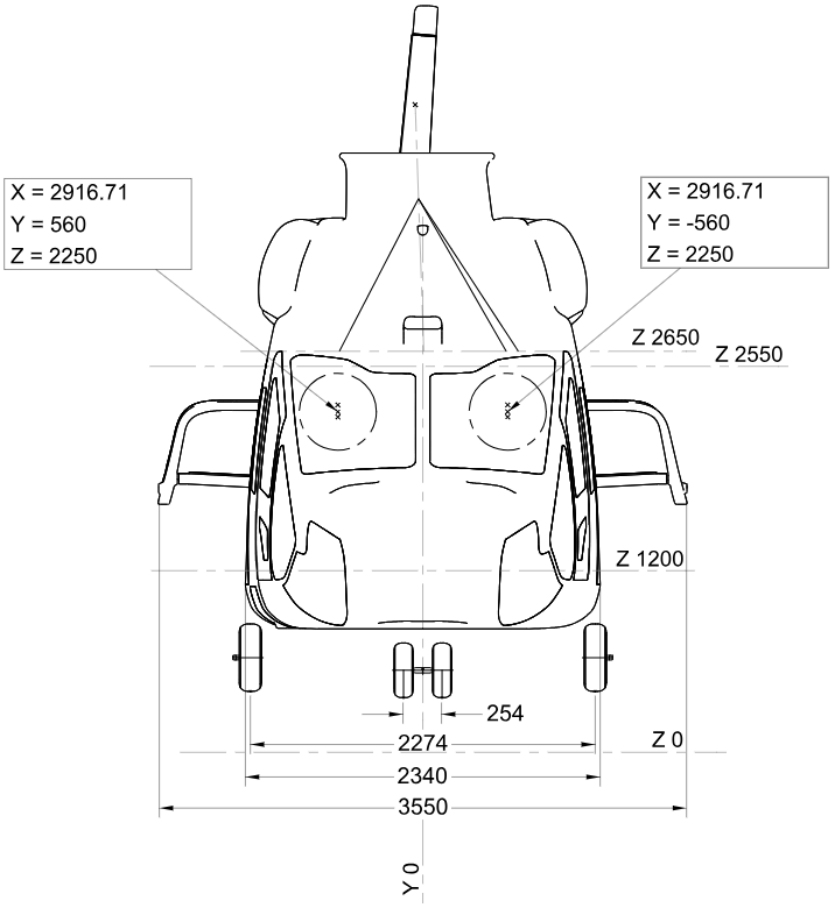

Figure 2 - Front View

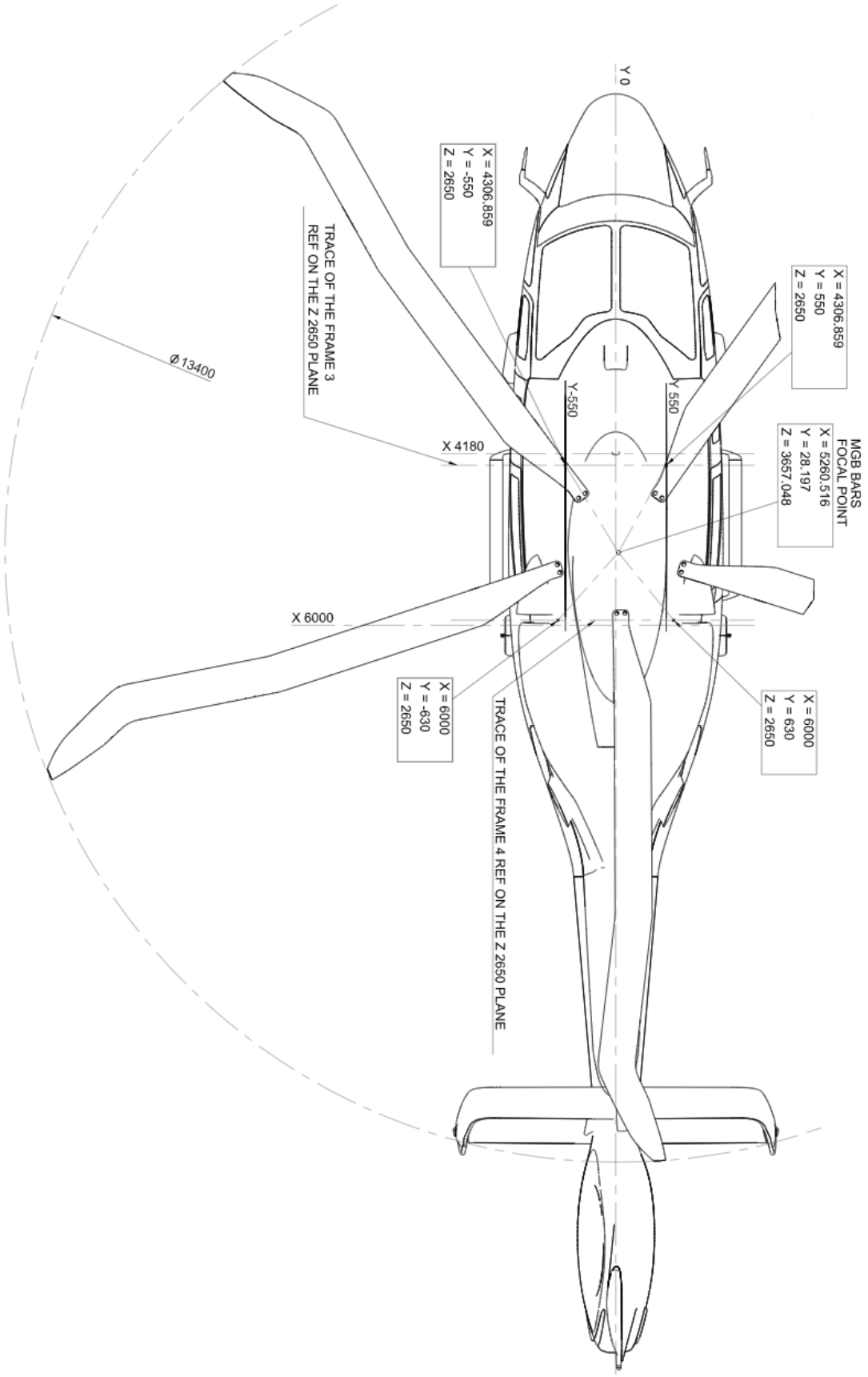

Figure 3 - Top View