

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0113-E</p> <p>Date: 28 May 2013</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: EUROCOPTER</p>		<p>Type/Model designation(s): EC 225 helicopters</p>
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 63	Rotor Drive – Main Gearbox Emergency Lubrication System / Rotorcraft Flight Manual Emergency Procedures – Amendment	
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France)	
Applicability:	EC 225 LP helicopters, all serial numbers.	
Reason:	<p>The Emergency Lubrication (EMLUB) system of the helicopter was designed to guarantee 30 minutes of continued safe flight in the event of total loss of the dual oil lubrication system of the Main Gearbox (MGB).</p> <p>Investigations on the EMLUB system have revealed an area of the flight envelope in which the emergency lubrication Glycol pump's performance is different to that assumed during certification.</p> <p>Consequently, even though the likelihood of using the EMLUB is extremely low (no total loss of oil lubrication encountered on the Super Puma fleet), as the continued safe flight of 30 minutes is not guaranteed in the whole flight envelope, and pending a Eurocopter modification to the Glycol pump and EMLUB pressure switches, an immediate landing or ditching is required as soon as the EMLUB system is activated.</p> <p>To address this potential unsafe condition, Eurocopter issued EC225 Emergency Alert Service Bulletin (ASB) No 04A010 to provide updated Rotorcraft Flight Manual (RFM) emergency procedures.</p> <p>For the reasons described above, this AD requires amendment of the RFM emergency procedures section.</p>	
Effective Date:	29 May 2013	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Before next flight, after the effective date of this AD, amend the Emergency Procedures of the RFM by inserting a copy of the pages of the APPENDIX of Eurocopter EC225 ASB No.04A010 in Section 3 of the helicopter RFM and operate the helicopter accordingly.</p>
Ref. Publications:	<p>Eurocopter EC225 ASB No.04A010 Revision 0 dated 27 May 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD1) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 42 85 97 97; facsimile +33 (4) 42 85 99 66; E-mail: Directive.technical-support@eurocopter.com.