

Airworthiness Directive

AD No.: 2024-0215R1**Issued:** 11 February 2026

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):

EC 225 LP helicopters

Effective Date: Revision 1: 18 February 2026
Original issue: 18 November 2024

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0215-E dated 14 November 2024.

ATA 62 – Main Rotor – Hub Sleeves – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

Applicability:

EC 225 LP helicopters, all manufacturer serial numbers.

Definitions:

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

The ASB: AH Emergency Alert Service Bulletin (ASB) EC225-05-00-0003.

Affected part: Main rotor hub (MRH) sleeves, having Part Number (P/N) 332A31-3071-00 (also referred to as P/N 332A31307100 in AH documents).

Serviceable part: Any MRH sleeve, eligible for installation in accordance with AH instructions, which is not an affected part; or an affected part that is new, or has accumulated less than 15 flight hours (FH) after having passed an inspection (no crack found) in accordance with the instructions of the ASB.

Serviceable blade pin: Any blade pin, eligible for installation in accordance with AH instructions, which is new, or which has been operated during the last 8 FH installed on an affected part which, after those 8 FH, passed an inspection (no crack found) in accordance with the instructions of the ASB. On 18 November 2024 [the effective date of the original issue of this AD], blade pins having P/N 332A31-3204-20 or P/N 332A31-3204-21 (also referred to as, respectively, P/N 332A31320420 and P/N 332A31320421 in AH documents) are eligible for installation.

Reason:

An occurrence was reported of finding a crack of an affected part. The investigation determined that this was a fatigue crack which had initiated from a significant corrosion pit, located in an area of the MRH sleeve with chipped paint. The surface protection had not been touched up.

To address this potential unsafe condition, AH issued the ASB EC225-62A017 to provide inspection instructions and EASA issued Emergency AD 2022-0130-E requiring a one-time detailed visual inspection (DVI) of each affected part and, depending on findings, accomplishment of applicable follow-on repetitive inspections and corrective actions.

After that AD was issued, a new occurrence of crack on an affected part has been reported. The root cause investigation of this new occurrence has not yet been completed, however, the crack initiation could not be attributed to the root cause addressed by AD 2022-0130-E.

This condition, if not detected and corrected, could lead to structural failure of the affected part, possibly resulting in loss of control of a helicopter.

To address this potential unsafe condition, AH issued issue 001 of ASB EC225-05-00-0003 providing inspection(s) and replacement instructions. Consequently, EASA published AD 2024-0215-E requiring accomplishment of repetitive inspections and, depending on findings, replacement of affected parts and of the blade pins installed in those affected parts.

Since that AD was issued, further investigation determined that the inspection interval can be extended, and AH published the ASB issue 002 addressing this development.

For the reasons described above, this AD is revised accordingly.

EASA AD 2022-0130-E is not superseded by this AD.

This AD is still considered an interim action and an additional AD action may follow.

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(s):

- (1) Before the first flight of the day after 18 November 2024 [the effective date of the original issue of this AD], but not exceeding 8 FH from 18 November 2024 [the effective date of the original issue of this AD], and, thereafter, before each first flight of the day or at intervals not to exceed



15 FH, whichever occurs first, accomplish an inspection of each affected part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: Accomplishment on a helicopter of an inspection after the last flight of the previous day is an acceptable method to comply with the requirement of “inspection before first flight of the day” as required by paragraph (1) of this AD for that helicopter.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.
- (3) Concurrently with the replacement of an affected part as required by paragraph (2) of this AD, replace the two blade pins installed on that affected part with serviceable blade pins in accordance with the instructions of the ASB.

Terminating Action:

- (4) None.

Parts Installation:

- (5) From 18 November 2024 [the effective date of the original issue of this AD], it is allowed to install on a helicopter a MRH sleeve, provided it is a serviceable part, as defined in this AD and, thereafter, it is inspected as required by paragraph (1) of this AD.

Ref. Publications:

AH Emergency ASB EC225-05-00-0003 issue 001 dated 08 November 2024, or issue 002 dated 09 February 2026.

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, the original issue of this AD was posted on 14 November 2024 as Final AD with Request for Comments, postponing the public consultation process until after publication.
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, Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: TechnicalSupport.Helicopters@airbus.com.

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