



# Emergency Airworthiness Directive

**AD No.:** 2024-0215-E

**Issued:** 14 November 2024

Note: This Emergency 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:** 18 November 2024

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 62 – Main Rotor – Hub Sleeves – Inspection

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**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 8 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 the effective date 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.

Since 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 the ASB providing inspection(s) and replacement instructions.

For the reasons described above, this AD requires accomplishment of repetitive inspections and, depending on findings, replacement of affected parts along with blade pins installed in these affected parts being replaced.

EASA AD 2022-0130-E is not superseded by this AD.

This AD is considered an interim action and further 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 the effective date of this AD, but not exceeding 8 FH from the effective date of this AD, and, thereafter, before each first flight of the day or at intervals not to exceed 8 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 the effective date 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.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:TechnicalSupport.Helicopters@airbus.com).

