


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0144-E</p> <p>Date: 01 August 2012</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>
This AD is issued in accordance with EC 1702/2003, Part 21A.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].	
Design Approval Holder's Name : EUROCOPTER	Type/Model designation(s) : EC 225 helicopters
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Revision:	None.
ATA 63	Main Rotor Drive – Epicyclic Module/ Chip Detection System – Check
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France)
Applicability:	EC 225 LP helicopters, all serial numbers delivered before 01 August 2012 if equipped with an epicyclic module Part Number (P/N) 332A32-5021-00 or 332A32-5021-01.
Reason:	<p>The transmission assemblies incorporate a metal chip detection system enabling to detect a possible deterioration of a metal component included in these assemblies. The tapered housing of the epicyclic module is fitted with a magnetic plug located downstream of the collector. This magnetic plug has been defined to detect a possible deterioration of the lift bearing belonging to the Main Rotor Mast. Thus, after having passed through the collector, these chips are carried to the magnetic plug through the oil flow. It was reported that the hole joining the integrated collector and the magnetic plug was not a through hole. One of the consequence is a functional loss of the magnetic plug of the tapered housing. It is then no longer possible to follow up the behaviour of the mast bearing through this magnetic plug.</p> <p>This condition, if not detected and corrected, could result in the loss of control of the helicopter.</p> <p>To address this condition, Eurocopter issued Emergency Alert Service Bulletin (EASB) No. 63A011.</p> <p>For the reasons described above, this AD requires a check for the presence of a through hole between the collector integrated in the tapered housing and the magnetic plug of the epicyclic module. If a through hole is missing, this AD also</p>

	requires accomplishment of repetitive inspections, and, depending on findings, accomplishment of the applicable corrective actions.
Effective Date:	02 August 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next inspection following the last flight of the day from the effective date of this AD, check the hole above the magnetic plug in the epicyclic module in accordance with the instructions of Eurocopter EASB No. 63A011. (2) If during the check as required by paragraph (1) of this AD, it is detected that the hole between the collector integrated in the tapered housing and the magnetic plug of the epicyclic module is missing or is not a through hole, before next flight, and, thereafter, at intervals not too exceed 27,5 Flight Hours, accomplish a visual inspection for the presence of particles in accordance with the instructions of Eurocopter EASB No. 63A011. (3) If during any inspection as required by paragraph (2) of this AD, particles are detected, before next flight, contact Eurocopter for an approved corrective action. (4) From the effective date of this AD, do not install an epicyclic module P/N 332A32-5021-00 or 332A32-5021-01 with an EASA Form 1 issued before 15 August 2012, unless it has passed the check required by paragraph (1) of this AD.
Ref. Publications:	<p>Eurocopter EC225 EASB No. 63A011 dated 01 August 2012.</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.