



## Emergency Airworthiness Directive

**AD No.:** 2019-0152-E

**Issued:** 28 June 2019

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, 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 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:** 02 July 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 63 – Main Rotor Drive – Main Gearbox – Replacement

### ATA 11 – Placards and Markings – ENG1 Training Idle Switch – Installation / Operational Restriction

**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

**Applicability:**

EC 225 LP helicopters, all manufacturer serial numbers (s/n).

**Definitions:**

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

**Affected MGB:** Main gearboxes (MGB), having Part Number (P/N) 332A325001.XX, P/N 332A325002.XX or P/N 332A325003.XX equipped with main reduction gear module P/N 332A325011.XX, P/N 332A325012.XX or P/N 332A325013.XX in post-mod 07-53016 configuration installed, where XX represents any dash number.

**Affected part:** Right hand side free wheel shaft, having P/N 332A322191.20.

**Serviceable MGB:** An MGB having P/N 332A325001.XX, P/N 332A325002.XX or P/N 332A325003.XX equipped with main reduction gear module P/N 332A325011.XX, P/N 332A325012.XX or



P/N 332A325013.XX in pre-mod 07-53016 configuration, where XX represents any dash number, and any affected MGB having an affected part installed, which has not exceeded 1 000 flight hours (FH) since new or since the last check accomplished by AH, as applicable.

**The ASB:** AH EC225 Emergency Alert Service Bulletin (ASB) 04A016 Revision 1.

**Groups:** Group 1 helicopters are those that have an affected MGB installed. Group 2 helicopters are those that do not have an affected MGB installed.

**Reason:**

During overhaul of an affected MGB, wear was detected on ramps and rollers cage were found broken on the affected part. The investigation to determine the root cause of the occurrence is on-going.

This condition, if not corrected, could lead to reduced capacity to transfer one engine inoperative (OEI) power delivered by the right side engine following an event of in-flight shut down of the left side engine, resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions for replacement of the affected MGB and to introduce an operational restriction regarding training flights involving OEI.

For the reasons described above, this AD requires repetitive replacement of the affected MGB (for in-shop check of the affected part) and an operational limitation for OEI training flights by installing placards. This AD also introduces conditions for installing a replacement MGB on a helicopter.

This AD is considered an interim action and further AD action may follow.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Determination:**

- (1) Group 1 helicopters: Within 10 FH after the effective date of this AD, determine the FH accumulated by the affected part since new or since the last check accomplished by AH, as applicable, in accordance with the instructions of the ASB.

**Part Replacement:**

- (2) Group 1 helicopters: Within the compliance time defined in Table 1 of this AD, and, thereafter, before the affected part exceeds 1 000 FH since new or since the last check accomplished by AH, as applicable, replace the affected MGB with a serviceable MGB, as defined in this AD, in accordance with the instructions of Section 3 of the ASB.

Table 1 – MGB replacement (see Note 1 of this AD)

FH Accumulated	Compliance Time
990 FH or less	Before exceeding 1 000 FH
More than 990 FH	Within 10 FH after the effective date of this AD



Note 1: The FH specified in Table 1 of this AD are those accumulated by the affected part since new (first installation on a helicopter), or since the last check accomplished by AH, as applicable.

**Alternative Method of Compliance:**

- (3) Alternatively to the MGB replacement as required by paragraph (2) of this AD, it is allowed to replace the affected part of the affected MGB under supervision of qualified AH service staff in accordance with the instructions of the ASB.

**Placard Installation:**

- (4) Group 1 helicopters: Within 10 FH after the effective date of this AD, install new placards on the cockpit instrument panel, in full view of both pilots, prohibiting the use of “ENG1 Training Idle” switch, in accordance with the instructions of Section 3 of the ASB.

**Operational Restriction:**

- (5) After installation of placards as required by paragraph (4) of this AD, accomplishment of an OEI training flight is allowed, provided that only the “ENG2 Training Idle” switch is used for that purpose.

**Parts Installation:**

- (6) Group 1 and Group 2 helicopters: From the effective date of this AD, installation of an MGB on a helicopter is allowed, provided that the MGB is a serviceable MGB, as defined in this AD.
- (7) Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected MGB on a helicopter (which effectively becomes Group 1), provided that, before next flight after that installation, placards are installed on the cockpit instrument panel of that helicopter, in full view of both pilots, prohibiting the use of “ENG1 Training Idle” switch, in accordance with the instructions of Section 3 of the ASB.

**Reporting:**

- (8) Within 30 days after the effective date of this AD, send the result of the FH determination, as required by paragraph (1) of this AD, to AH. This can be accomplished in accordance with the instructions of the ASB.

**Terminating Action:**

- (9) Group 1 helicopters: Installation of an MGB having P/N 332A325001.XX, or P/N 332A325002.XX, or P/N 332A325003.XX equipped with main reduction gear module P/N 332A325011.XX, P/N 332A325012.XX or P/N 332A325013.XX in pre-mod 07 53016 configuration on a helicopter (which effectively becomes Group 2), constitutes terminating action for the repetitive MGB replacements as required by this AD for that helicopter, provided that the helicopter remains in that configuration. Following that installation, the placards as required by paragraph (4) or (7) of this AD, as applicable, can be removed from that helicopter.

**Ref. Publications:**

AH EC225 Emergency ASB 04A016 Revision 1 dated 28 June 2019.

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 Programming and Continued Airworthiness 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](#).
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, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

