



Airbus Helicopters Inc.  
Technical Support  
2701 Forum Drive  
Grand Prairie, Tx. 75052

Subject: Global AMOC for A.D. 2016-12-51

To All EC225LP and AS332L2 Operators,

On July 20th, 2016 Emergency A.D. 2016-12-51 was issued for all Airbus EC225LPs and AS332L2 helicopters prohibiting further flight of these helicopters.

The attached AMOC provides an alternate means of compliance by setting forth conditions for the aircraft to be returned to flight in the U.S. These actions spelled out in the attached AMOC do not relieve alter or waive any other maintenance operations required for the affected helicopter models other than those specifically mentioned in the AMOC.

Respectfully,

A handwritten signature in black ink, appearing to read "Ken Anold", written over a white background.

Ken Anold  
Manager, Field Support  
Airbus Helicopters Inc.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Southwest Region  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas

Fort Worth, Texas 76177

December 8, 2016

Mr. Chris Carter  
Technical Representative  
Technical Support Group  
Airbus Helicopters, Inc.  
2701 Forum Drive  
Grand Prairie, TX 75052-7099

Dear Mr. Carter,

The Federal Aviation Administration (FAA) received your letter dated November 18, 2016 requesting FAA approval of an Alternate Means of Compliance (AMOC) to paragraph (e) of Airworthiness Directive (AD) 2016-12-51 on behalf of all operators of Airbus Helicopters Inc. (AHI) Model EC225LP and AS332L2 helicopters.

Paragraph (e) of AD 2016-12-51 prohibits further flight. Your AMOC request is based on the required actions of EASA AD 2016-0199, dated October 7, 2016 in order to lift the grounding imposed by EASA AD 2016-0104-E.

**AHI proposes the following AMOC:**

- The second stage planet gears with the associated part numbers 332A32-3335-00, 332A32-3335-02, 332A32-3335-03, 332A32-3335-05 and 332A32-3335-07, must be removed from service before further flight. These part numbers shall not be reinstalled in the future and must be replaced with the part numbers 332A32-3335-04 and 332A32-3335-06. Dependent on aircraft model and epicyclic module part numbers, these gears will have reduced life, as detailed in Table 1 of EASB 63.00.83 (for the AS332) and EASB 63A030 (for the EC225LP). Additionally, any part number 332A32-3335-04 or 332A32-3335-06 having more time than is listed in Table 1 is unserviceable and must be replaced before further flight.
- Additionally, planet gear assemblies must be removed from service if there is any previous history of an event that required a repair that is listed in Table 1 of paragraph 1.E.2 of EASB 05-01-07 or EASB 05A049. If a repair is listed in the records of the component and the reason for the repair is not detailed in the logbook, it is mandatory that the operator contact the overhaul agency to ascertain the reason for the repair.

- If the total time of the second stage planet gears is greater than epicyclic module, the overhaul agency must provide the operator with a determination that the gears were not subject to an event listed in Table 1 of paragraph 1.E.2 of EASB 05-01-07 or EASB 05A049 prior to the last overhaul. Any epicyclic module that has been subjected to a repair due to an event that is listed in Table 1 must be removed from service and returned to the manufacturer.
- Ensure that Appendix 4.B from EASB 05.01.07 (for the AS332) or Appendix 4.C from EASB 05A049 (for the AS332) is incorporated in the flight manual before flights are resumed. Further, ensure that all flight crews are informed of the changes that are detailed in the appropriate Appendix and the aircraft is operated accordingly.
- Before the next flight and at every after the last flight inspection (ALF), not to exceed 10 hours, inspect the chip detectors of the epicyclic module, main gearbox sump, flared housing (mast), and the main gearbox oil cooler. Check for the metal particles in accordance with paragraph 3.B.1 of EASB 05.01.07 or EASB 05A049. If metal particles are collected on the epicyclic module chip detector, replace the epicyclic module before the next flight. If chips are found on the main gearbox sump, flared housing or oil cooler chip detectors refer to Appendix 4.A of EASB 05.01.07 or 05A049 to determine what steps must be followed, based on the size and the material composition of the particles.
- Check the main gearbox oil filter every 10 hours, in accordance with EASB 05.01.07 or EASB 05A049 paragraph 3.B.2. If metal particles are collected, use Appendix 4.A to determine what steps must be followed, based on the size and material composition of the particles.

This AMOC does not contain any terminating action. All repetitive actions remain in force.

The above proposed AMOC for AHI helicopter Models EC225LP and AS332L2 effected by FAA AD 2016-12-51 dated July 20, 2016, is FAA approved for paragraph (e) of the section titled "Required Action".

Note that the granting of this AMOC does not relieve, alter or waive any other maintenance operations required for the effected helicopter models, other than those specifically mentioned herein.

This AMOC does not invalidate other similar AMOCs that have been issued. This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.

All provisions of AD 2016-12-51 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have questions, please contact Mr. Rao Edupuganti at 817-222-4389.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Barbini". The signature is fluid and cursive, with a prominent initial "S" and a distinct "B".

Stephen Barbini,  
Acting Manager, Safety Management Group  
Aircraft Certification Service

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Monthly Report Team E-mail Create New

Move to: Done

To Manager Reply & Delete

Rules OneNote

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Category Follow Up

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Sent: Fri 12/9/2016 3:16 PM

From: Brown, Felicia

To:

CC:

Bcc: Aircraft Technical Publications; 'Eva Helicopters LLC'; Federal Aviation (FAA); 'Aircraft Technical Publications'; 'Autoridad De Energia Electrica'; 'Construction Helicopters'; 'Construction Helicopters'; 'Federal Aviation (FAA)'; 'arch.crosen@mscswave.aero'; 'dylola@ad.org'; 'mxd@stc-tx.com'; 'NHY@myaircraft.com'; 'baronade@aircorp.com'; 'Aaron, Chris; Alaric; Winston; Arnold; Kent; Bennett; Bill; Biddlecome; Bill; Bradu; Chris; Brown; Felicia; Brian; Tom; Carter; Chib; Cohen; Kelly; Dan; Ford; Brandon; Curran; Glenn; Lindsay; David; Caribon; Erwin; Richard; Fola; Emmanuel; Shawn; David; George; Jarrod; Griffith; Cathy; Gerhard; Doug; Haler; Kelly; Heider; Eric; Henne; Rodney; Hubbel; Jonathan; Karcak; James; Kerney; Ron; Luce; Tom; Lyons; Eric; Karvin; Richard; Walter; Peter; Mary; Felicia; Rudy; Medardo; Cesar; Hokers; 'Richard; Helinger; Jerry; Hanz; Mike';

Subject: FW: Global AMOC for AD 2016-12-51

Message Global AMOC for AD 2016-12-51 dated November 15, 2016, pdf (0 KB)

Good Afternoon,

Revised copy of Global AMOC subject line should read as follows:

Global AMOC for A.D. 2016-12-51

Warm Regards,

Felicia Brown  
 Functional Specialist/Database Administrator

Isaiah 7:14 Therefore the Lord himself shall give you a sign; Behold, a virgin shall conceive, and bear a son, and shall call his name Immanuel. KJV

Have a Merry Christmas and a Blessed and Happy New Year!

From: Brown, Felicia  
 Sent: Friday, December 09, 2016 2:30 PM  
 Subject: Global AMOC for AD 2007-25-08  
 Importance: High

Good Afternoon,

Please see attached the Global AMOC for AD 2007-25-08 -- dated December 9, 2016.

Best Regards,



Felicia Brown  
 Database Admin/Functional Specialist  
 Airbus Helicopters, Inc.  
 Phone: 972-641-3558  
 Fax: 972-641-3710  
 E-mail: [Felicia.brown@airbus.com](mailto:Felicia.brown@airbus.com)

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To Manager Reply & Delete

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The message was sent with High importance

Sent: Fri 12/9/2016 3:16 PM

From: Brown, Felicia

To:

CC:

Bcc: 'Federal Aviation (FAA)'; 'rich.gossett@uscg.mil'; 'dylan@gsd.csi.mcgill.ca'; 'mxdr@str-bx.com'; 'hhs@swanairsupport.com'; 'brandon@berkstone.com'; Aaron, Chris; Albert Winston; Amy; Kim Bennett; Bill Bedeacome; Bill Breaux; Chris Brown; Felicia Brown; Tom Carter; Chris Collins; Keith Crawford; Brandon Cunningham; Lindsay Davis; Camberlino; Emma; Randall; Ryan; Emanuele; Sabina; David; Gregoire; Jarrod; Griffith; Cathy; Guichard; Doug; Haber; Keith; Herbert; Eric; Heintze; Rodney; Hubert; Jonathan; Kasead; James; Kerrey; Ron; Luca; Tom; Lyons; Eric; Martin; Richard; Walter; John; Kay; Kyle; Kristin; Roy; Keith; Eric; Cassia; Fox; Michael; Wolfgang; Jerry; Kurtz; Mike; Hernandez; Kalish; Iggy; Gail; Ryan; Patrick; David; Peterson; Paul; Poole; Courtney; Hansdon; Ash; Kelly; Sherry; Shabger; John; Shelby; Rick; Shopp; Cory; Smith; Steve; Soderlund; Peter; Spade; Jason; Siegfel; Scott

Subject: Global AMOC for AD 2016-12-51

Global AMOC for AD 2016-12-51 dated November 12, 2016.pdf (68 KB)

Good Afternoon,

Revised copy of Global AMOC subject line should read as follows:

Global AMOC for A.D. 2016-12-51

Warm Regards,

Felicia Brown  
Functional Specialist/Database Administrator

Isaiah 7:14 Therefore the Lord himself shall give you a sign; Behold, a virgin shall conceive, and bear a son, and shall call his name Immanuel. KYV

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 Sent: Friday, December 09, 2016 2:30 PM  
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 Importance: High

Good Afternoon,

Please see attached the Global AMOC for AD 2007-25-08 – dated December 9, 2016.

Best Regards,



Felicia Brown  
 Database Admin/Functional Specialist  
 Airbus Helicopters, Inc.  
 Phone: 972-641-3558  
 Fax: 972-641-3710  
 E-mail: Felicia.brown@airbus.com