



Emergency Airworthiness Directive

AD No.: 2025-0146-E

Issued: 10 July 2025

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):

AS 332 helicopters

Effective Date: 14 July 2025

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Sea Anchor Pin – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aérospatiale

Applicability:

AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers.

Definitions:

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

The EASB: AH Emergency Alert Service Bulletin (EASB) AS332-25-66-0002 or EASB EC225-25-66-0001, as applicable.

Affected part: Emergency sea anchor having Part Number (P/N) 704A42695001 (manufacturer P/N 204527-0) or P/N 704A42695002 (manufacturer P/N 204527-1), as applicable.

Serviceable part: An affected part that is new (never previously installed on a helicopter), or an affected part that passed an inspection (no defects found) in accordance with the instructions of the EASB.



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

Reason:

An occurrence of a corroded emergency sea anchor pin was reported on a helicopter.

This condition, if not detected and corrected, could lead to breaking and detaching the anchor in flight, possibly resulting in damage to the rotors and loss of control of the helicopter.

To address this potential unsafe condition, AH issued the EASB, as defined in this AD, providing instructions to inspect and, depending on findings, to replace the affected part.

For the reasons described above, this AD requires an inspection of the affected part, and, depending on findings, its replacement.

This AD is considered to be 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:

- (1) For Group 1 helicopters: Within 10 flight hours (FH) or 7 days, whichever occurs first after the effective date of this AD, inspect the affected part in accordance with the instructions of the EASB.

Replacement:

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy as defined in the EASB is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the EASB.
- (3) As an alternative to the replacement of the affected part, as required by paragraph (2) of this AD, as applicable, it is allowed to install a locally made plug in accordance with the instructions of the EASB, provided that the plug is manufactured in accordance with instructions provided by AH and, thereafter, it is replaced with a serviceable part within 6 months after the installation of the locally made plug.

Part(s) Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD.

Ref. Publications:

AH EASB AS332-25-66-0002 original issue dated 02 July 2025.

AH EASB EC225-25-66-0001 original issue dated 02 July 2025.



The use of later approved revisions of the above-mentioned documents 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.
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, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: TechnicalSupport.Helicopters@airbus.com.

