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**DATE: November 20, 2024**

**AD #: 2024-24-51**

Emergency Airworthiness Directive (AD) 2024-24-51 is sent to owners and operators of Airbus Helicopters Model EC225LP helicopters.

## **Background**

This emergency AD was prompted by a report of a cracked main rotor hub (MRH) sleeve having part number (P/N) 332A31-3071-00 (also referred to as P/N 332A31307100 in Airbus Helicopters material). The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2024-0215-E, dated November 14, 2024 (EASA Emergency AD 2024-0215-E) (also referred to as the MCAI), to correct an unsafe condition on Airbus Helicopters EC 225 LP helicopters. This reported crack is the second crack in the same area of this part-numbered MRH sleeve. The FAA issued Emergency AD 2022-14-51, issued on July 1, 2022, which published as a Final rule; request for comments in the *Federal Register* on July 19, 2022 (87 FR 42951), following EASA Emergency AD 2022-0130-E, dated June 30, 2022 (EASA Emergency AD 2022-0130-E), to address the unsafe condition of the first crack. The MCAI states that investigation of the second cracked MRH sleeve determined that its crack initiation could not be attributed to the root cause of cracking in the same part-numbered MRH sleeve addressed by EASA Emergency AD 2022-0130-E. EASA considers the MCAI an interim action.

The FAA is issuing this emergency AD to detect cracking in an MRH sleeve. This condition, if not addressed, could result in structural failure of an MRH sleeve, loss of a main rotor blade, and subsequent loss of control of a helicopter.

## **Related Material**

The FAA reviewed EASA Emergency AD 2024-0215-E, which requires repetitively inspecting MRH sleeves having P/N 332A31-3071-00 and, depending on the results of the inspection, replacing the MRH sleeve and its two blade pins. EASA Emergency AD 2024-0215-E also prohibits installing this part-numbered MRH sleeve on any helicopter unless its requirements are met.

## **FAA's Determination**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this emergency AD after determining that the unsafe condition described

previously is likely to exist or develop on other products of the same type design.

### **Emergency AD Requirements**

This emergency AD requires accomplishing the actions specified in EASA Emergency AD 2024-0215-E, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this emergency AD.

### **Interim Action**

The FAA considers that this emergency AD is an interim action. If final action is later identified, the FAA might consider further rulemaking.

### **Justification for Immediate Adoption and Determination of the Effective Date**

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these helicopters. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because failure of an affected MRH sleeve is part of an assembly that is critical to flight of a helicopter. In addition, cracking of the MRH sleeve may lead to catastrophic destruction of the main rotor head and loss of the helicopter. Since a second crack has occurred in the same area of the affected MRH sleeve, and as the FAA has no information pertaining to the extent of cracking of MRH sleeves that may currently exist in helicopters, the initial actions required by this emergency AD must be accomplished before the first flight of the day. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

### **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## **Presentation of the Actual Emergency Airworthiness Directive**

The FAA is issuing this emergency Airworthiness Directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

**2024-24-51 Airbus Helicopters:** Project Identifier MCAI-2024-00672-R.

### **(a) Effective Date**

This emergency Airworthiness Directive (AD) is effective upon receipt.

### **(b) Affected ADs**

None.

### **(c) Applicability**

This emergency AD applies to Airbus Helicopters Model EC225LP helicopters, certificated in any category.

### **(d) Subject**

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

### **(e) Unsafe Condition**

This emergency AD was prompted by a report of a cracked main rotor hub (MRH) sleeve. The FAA is issuing this emergency AD to detect cracking in an MRH sleeve. The unsafe condition, if not addressed, could result in failure of an MRH sleeve, loss of a main rotor blade, and subsequent loss of control of the helicopter.

### **(f) Compliance**

Comply with this emergency AD within the compliance times specified, unless already done.

### **(g) Requirements**

Except as specified in paragraphs (h) and (i) of this emergency AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency Emergency AD 2024-0215-E, dated November 14, 2024 (EASA Emergency AD 2024-0215-E).

### **(h) Exceptions to EASA Emergency AD 2024-0215-E**

(1) Where EASA Emergency AD 2024-0215-E requires compliance in terms of flight hours, this emergency AD requires using hours time-in-service.

(2) Where EASA Emergency AD 2024-0215-E refers to its effective date, this emergency AD requires using the effective date of this emergency AD.

(3) Where EASA Emergency AD 2024-0215-E specifies “eligible for installation in accordance with AH instructions,” this emergency AD requires replacing that text with “eligible for installation.”

(4) This emergency AD does not adopt Note 1 of EASA Emergency AD 2024-0215-E.

(5) Where the material referenced in EASA Emergency AD 2024-0215-E specifies sending the MRH sleeve to the manufacturer, this emergency AD does not require that action.

(6) This emergency AD does not adopt the “Remarks” section of EASA Emergency AD 2024-0215-E.

**(i) No Reporting Requirement**

Although the material referenced in EASA Emergency AD 2024-0215-E specifies to submit certain information to the manufacturer, this emergency AD does not require that action.

**(j) Special Flight Permits**

Special flight permits are prohibited.

**(k) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (l)(1) of this emergency AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

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

**(l) Additional Information**

(1) For more information about this emergency AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; phone: (404) 474-5548; email: [william.mccully@faa.gov](mailto:william.mccully@faa.gov).

(2) For EASA material identified in this emergency AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find the EASA material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

Issued on November 20, 2024.

Steven W. Thompson,  
Acting Deputy Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.