



OPERATIONAL SUITABILITY DATA (OSD)

Flight Crew

AIRBUS HELICOPTERS

EC 225LP (H225)

REVISION 2 – MAY 2025

The Airbus Helicopters model EC 225LP (commercial designation H225), previously known as EUROCOPTER EC225 LP, was operationally evaluated by FAA and EASA.

The ANAC Operational Suitability Data – Flight Crew (OSD-FC) Report summarizes the results of the evaluations conducted through several activities in conjunction with the aircraft manufacturer, training institutions and operators, using information issued by those entities and by other civil aviation authorities which performed similar operational evaluation process of the EC225 LP helicopter.

1. TYPE RATING

The pilot type rating assigned to model EC 225LP is designated "S332".

Table 1 - Pilot Type Rating

Fabricante (Manufacturer)	Aeronave (Aircraft)		Observações (Remarks)	Designativo (Designative)
	Modelo (Model)	Nome (Name)		
AIRBUS HELICOPTERS	AS 332L	-	-	S332
	AS 332L1	-	-	
	AS 332L2	-	-	
	EC 225LP	H225	Relatório de FCD Airbus Helicopters EC 225LP ANAC OSD-FC Report Airbus Helicopters EC 225LP	

2. TRAINING

ANAC recommends that only TR1 and D2 training programs should be considered as applicable for the Brazilian pilots training, as described on the EC225 Training Manual issue F. Any other future training program proposed as a method for obtaining the EC225 LP type rating, including Ground School training conducted by companies operating under RBAC 91 and RBAC 135, shall be analyzed considering the Training Manual issue F as a reference.

Due to the complexity of the avionics and emergency procedures related to this helicopter, it is recommended that a full flight simulator qualified as level D or dual qualified as level B together with FTD 3 be the primary device used to the execution of the type rating training program. The ANAC does not recommend the approval of operational training programs that use exclusively the aircraft as the device to accomplish the flight curriculum segments.

3. COMPLIANCE TO RBAC 91 AND RBAC 135

a. Statement of Compliance

At the moment of the first issuance of this document, EUROCOPTER stated that they were not able to present the required statements of compliance with the Brazilian Regulations during the evaluations. In the occasion, the company was oriented to present the statements of compliance supported by the Brazilian first operator of the EC225 LP. The helicopter is already being operated by Brazilian operators and no statements of compliance were presented.

b. Special Operations

In accordance with the evaluations conducted and the information contained in the Training Programs, the initial and difference courses do not contemplate specific special operations training to the pilots, such as Search and Rescue, Medical Evacuation or Offshore Operations. In addition, at the moment of the first issuance of this document, EUROCOPTER did not demonstrate that the EC 225LP complies with the requirements of the PBN operations.

Nevertheless, there is approval for Category A operations. For this operation special emphasis is required for training: Cat. A profiles engine failure modes and recommendation that the Go Around function is used. Understanding of the GA upper mode functions in AEO and OEI operations when operating onshore and offshore.

c. Maximum Number of Passengers

According to the Type Certificate Data Sheet N° 7902, the maximum number of passengers authorized to operations in Brazil shall be 25 (twenty-five) passengers.

4. OPERATIONAL DOCUMENTS

a. MMEL

The ANAC did not evaluate the MMEL approved by the FAA or the MMEL approved by the DGAC-FR. The EC 225LP MMEL approved by the EASA shall be used by Brazilian operators as a basis for developing their MEL.

b. Aircraft Operations Manual

The EC 225LP RFM approved by GGCP/SAR shall be used by Brazilian operators as a basis for developing their Operator Rotorcraft Operations Manual.

5. FLIGHT SIMULATOR

It is recommended the use of a FFS D or a dual qualified FSTD (FFS B / FTD 3) as the primary training device for pilot training. If the dual qualified FSTD is used, the condition observed on session 8 of pilot training program ETS EI025 EC 225 (take-off with OEI before TDP exercises should be performed also in aircraft) must be followed.

6. OPERATION IN BRAZIL

The ANAC recommends operational approval of EC225 LP with Brazilian marks only if recommendations of this report are followed.