

2/27/2026

FOR YOUR INFORMATION

2026-68/3-5

To: Airbus Industries

2323254

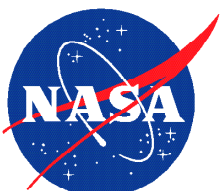
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-720, SEA-AEG), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: EC135 Maintenance Technician Concern

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2323254

DATE / TIME

Date of Occurrence	202508
Local Time Of Day	1201 to 1800

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	EC135
Operating Under FAR Part	135

COMPONENT 1

Aircraft Component	Oil Line
--------------------	----------

PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2323254

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Maintenance
Result - General	Flight Cancelled / Delayed
Result - General	Maintenance Action

NARRATIVE 1

During 3000-hour replace of the #1 engine oil bypass valve, the engine oil lines to bypass valve swapped. This caused a white caution on pilot display, which showed a 25 – 30 degree difference between the 2 engines. This showed the #2 engine oil temp was hotter, so the issue was worked on the #2 engine. Called Airbus representative to help and Pratt & Whitney representative to help. End result the #1 engine was the problem. I reported the issue to my Supervisor when the problem was found. An internal safety investigation was started. Safety Officer conducted the investigation. The oil lines are the same size and can be easily swapped. I followed all manuals and compulsory checks by another Mechanic before returning to service.

SYNOPSIS

EC135 Maintenance Technician reported the engine oil line and oil bypass valve were accidentally swapped during maintenance as both were the same size.