

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0077R1</p> <p>Date: 27 March 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder Names:</p> <p>AGUSTAWESTLAND S.p.A. Deleted BELL HELICOPTER TEXTRON CANADA Ltd. EUROCOPTER EUROCOPTER DEUTSCHLAND GmbH KAMOV JOINT STOCK COMPANY Deleted</p>	<p>Helicopter Type/Model designations:</p> <p>AW109SP and AB/AW139 Deleted 429 and 430 AS 365 N3, AS 332 and EC 225 MBB-BK 117 C-2, EC 135 and EC 635 Ka-32 Deleted</p>	
<p>TCDS Numbers: EASA.R.002, EASA.R.005, EASA.R.006, EASA.R.009, EASA.R.010, EASA.IM.R.133 and EASA.IM.R.506; Canada H-88 and France No. 159.</p>		
Foreign AD:	FAA AD 2013-06-51, dated 25 March 2013.	
Revision:	This AD revises EASA AD 2013-0077-E, dated 22 March 2013, which superseded EASA AD 2013-0065-E, dated 14 March 2013.	
ATA 25	Equipment / Furnishing – Hoist – Inspection / Replacement	
Manufacturer(s):	AgustaWestland S.p.A., Bell Helicopter Textron Canada Ltd (BHTC), Eurocopter (EC, formerly Eurocopter France, Aerospatiale), Eurocopter Deutschland GmbH (ECD), American Eurocopter (AEC), Kamov JSC.	
Applicability:	AgustaWestland AW109SP, AB139 and AW139 helicopters, all serial numbers (s/n); BHTC 429 and 430 helicopters, all s/n; Eurocopter AS 365 N3, AS 332 L2 and EC225 LP helicopters, all s/n; Eurocopter Deutschland (ECD) MBB-BK117 C-2, EC135 and EC 635 (all Models) helicopters, all s/n; Kamov Ka-32A11BC and Ka-32A12 helicopters, all s/n.	
Reason:	<p>During a maintenance check flight with a MBB-BK 117 C-2 helicopter, a dummy load of 552 lbs (250kg) was picked up in order to conduct a “maximum load cycle” on the rescue hoist. The cable reeled-out without further command of the operator, causing the test dummy load to impact the ground.</p> <p>The results of further examinations on the subject hoist determined that the overload clutch had failed. The overload clutch design is common to all</p>	

	<p>Goodrich externally mounted rescue hoists listed in Appendix 1 of this AD.</p> <p>This condition, if not detected and corrected, could lead to further cases of in-flight loss of the hoist load, possibly resulting in injury to persons on the ground or in a hoisting accident.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2013-0065-E to require identification of the installed hoist and, for affected hoist installations, a one-time load check test of the externally mounted hoist.</p> <p>Since issuance of EASA AD 2013-0065-E, the risk assessment has been re-evaluated, and it was determined that the hoist test must be accomplished earlier than specified in that AD. EASA Emergency AD 2013-0077-E retained the requirements of EASA Emergency AD 2013-0065-E, which was superseded, but required the hoist test before the next Human External Cargo (HEC) operation. In addition, as no EASA approvals are known to exist for installation of an affected hoist on AB212, AB412 and A109 helicopters (all Models, except AW109SP), EASA Emergency AD 2013-0077-E no longer applied to those helicopters.</p> <p>Since issuance of EASA Emergency AD 2013-0077-E, the FAA issued AD 2013-06-51 to require accomplishment of a similar hoist test to the one required by this AD. EASA decided to partially adopt FAA AD 2013-06-51, only for types for which the FAA is the State of Design Authority, i.e. Bell Helicopter Textron, Inc. and Sikorsky Aircraft Corporation helicopters.</p> <p>For the reasons described above, this AD is revised to reduce its applicability (to withdraw Bell Helicopter Textron, Inc. and Sikorsky Aircraft Corporation helicopters).</p> <p>This AD is still considered an interim action and further AD action may follow.</p>
Effective Date:	<p>Revision 1: 27 March 2013</p> <p>Original issue: 22 March 2013</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next HEC operation after 25 March 2013 [the effective of EASA AD 2013-0077-E], or within 30 days after 16 March 2013 [the effective date of EASA AD 2013-0065-E], whichever occurs first, determine the Part Number (P/N) and serial number (s/n) of the hoist installed on the helicopter and, if a Goodrich hoist system is installed with a P/N and s/n listed in Appendix 1 of this AD, accomplish the actions (hoist test), in accordance with approved instructions from the helicopter manufacturer (type certificate holder), or from the hoist installation design approval holder (supplemental type certificate holder), as applicable to installation and helicopter type/model, as specified below:</p> <ul style="list-style-type: none"> - ECD Alert Service Bulletin (ASB) No. MBB-BK117 C-2-85A-038, or ECD ASB No. EC135-85A-058; - Eurocopter ASB AS365-25.01.25, AS332-25.02.70, or EC225-25A133; - AgustaWestland BT (Bolletino Tecnico) 139-321 or BT 109SP-062. <p>Note: Goodrich ASB No. 44301-10-15 contains information pertaining to the subject addressed by this AD.</p> <p>(2) If the hoist fails the test as required by paragraph (1) of this AD, before next hoist operation, deactivate the hoist, or replace the hoist with a serviceable hoist.</p> <p>(3) If the hoist test as required by paragraph (1) of this AD cannot be accomplished for lack of approved instructions from the helicopter manufacturer (type certificate holder), or from the hoist installation design approval holder (supplemental type certificate holder), before next HEC operation, replace the hoist with a serviceable hoist, or within 30 days after</p>

	<p>16 March 2013 [the effective date of EASA AD 2013-0065-E], whichever occurs first, deactivate the hoist.</p> <p>(4) From 16 March 2013 [the effective date of EASA AD 2013-0065-E], it is allowed to install an affected Goodrich hoist, having a P/N and s/n as listed in Appendix 1 of this AD, on any helicopter, provided that, prior to hoisting operation, the hoist has passed the inspection and test as required by paragraph (1) of this AD.</p>
Ref. Publications:	<p>ECD ASB No. MBB-BK117 C-2-85A-038, dated 11 March 2013.</p> <p>ECD ASB No. EC135-85A-058, dated 11 March 2013.</p> <p>Eurocopter ASB No. AS365-25.01.25, dated 13 March 2013.</p> <p>Eurocopter ASB No. AS332-25.02.70, dated 13 March 2013.</p> <p>Eurocopter ASB No. EC225-25A133, dated 13 March 2013.</p> <p>AgustaWestland BT 139-321, dated 15 March 2013.</p> <p>AgustaWestland BT 109SP-062, dated 15 March 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Goodrich ASB No. 44301-10-15, dated 08 March 2013.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: <ul style="list-style-type: none"> Goodrich Corporation, Sensors & Integrated Systems (SIS-CA) Brea, California 92821, United States of America (USA) Telephone: +1 714-984-1461, or AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331 664600 ; Fax: + 39 0331 664684 E-mail: custserv@agustawestland.com, or Bell Helicopter Textron Canada, Engineering Department, 12800 rue de l'Avenir, Mirabel, Québec J7J 1R4, Canada, Telephone +1 450-971-6500, Fax +1 450-437-6382. <p>Publications for BHTC types are available on the following website: http://www.bellcustomer.com/bulletins.cfm,</p> <p>or Eurocopter (STDI) - Aéroport de Marseille Provence 13725, Marignane Cedex, France. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com,</p> <p>or Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Germany. Telephone: + 49 (0)151-1422 8976,</p> <p>or Kamov Joint Stock Company, Russian Federation, Moscow region, Lubertsy 8th of March str., 8a Telephone +7 (495) 994-48-00, 700-31-41, Fax +7 (495) 700-33-04, 700-30-71, E-mail: market@kamov.ru. website: http://www.kamov.ru/en/.</p>

Appendix 1 – Affected Goodrich Hoist P/N and s/n

Hoist P/N (all suffixes, unless specified)	s/n
42315	00001 through 00652 inclusive
42325	00001 through 00197 inclusive
44301-10-4 44301-10-7 44301-10-9	00001 through 00670 inclusive
44301-10-1 44301-10-2 44301-10-5 44301-10-6 44301-10-8 44301-10-10 44301-10-11	00001 through 00670 inclusive
44311	00001 through 00158 inclusive
44312	00001 through 00209 inclusive
44314	00001 through 00026 inclusive
44315	00001 through 00034 inclusive
44316	00001 through 00247 inclusive *
44318	00001 through 00012 inclusive

* Hoists previously converted from -101 to -104 will have a serial number beginning with “2”.