

A. TECHNICAL PUBLICATION (To Fill Up as Necessary)

PUBLICATION TITLE	EASA " AW139 AIRWORTHINESS DIRECTIVES		
	ATA 25 " EQUIPMENT/FURNISHINGS " HOIST " TEST/REPLACEMENT		
REV NO	EASA AD NO. 2015-0226, REV. 6	REV. DATE	08 DECEMBER 2021
APPLICABLE TO	<input checked="" type="checkbox"/> AC TYPE:	<input checked="" type="checkbox"/> AC S/N:	<input type="checkbox"/> ENG. TYPE:
	AW139	41356 41358 31807 31726 31731 31809 31855 31913 31289 31291 31899 31903	
	<input type="checkbox"/> PROPELLER TYPE:	<input type="checkbox"/> PROPELLER S/N:	<input type="checkbox"/> APU TYPE:
	<input type="checkbox"/> COMPONENT:	<input type="checkbox"/> EQUIPMENT:	
DISTRIBUTIONS	<input checked="" type="checkbox"/> OPERATOR	<input checked="" type="checkbox"/> AMO	<input checked="" type="checkbox"/> CAMO
	<input type="checkbox"/> QUALITY	<input type="checkbox"/> OTHER:	


B. TECHNICAL SERVICE (Applicability review prior to sentencing as necessary)

<input type="checkbox"/> TIME LIMIT IMPOSED	<input type="checkbox"/> ONE TIME INSPECTION	<input checked="" type="checkbox"/> REPETITIVE INSPECTION	<input type="checkbox"/> OPTIONAL REQUIREMENT	<input type="checkbox"/> MODIFICATION REQUIRED
<input type="checkbox"/> SPECIAL TOOLS REQUIRED	<input type="checkbox"/> INFORMATION ONLY	<input type="checkbox"/> NOT APPLICABLE	<input type="checkbox"/> OTHER:	

REMARKS: NAME
SIGNATURE & DATE

41356 - APPLICABILTY: NOT APPLICABLE DUE TO AIRCRAFT IS NO LONGER MANAGE BY GAM-CAMO.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH


 MUHAMMAD IHSAN MASRI
 4 JAN 2022

PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S).

SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

41358 - APPLICABILTY: NOT APPLICABLE DUE TO COMPONENT GOODRICH HOIST HAVING P/N LISTED IN TABLE 1 OF THIS AD.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT

AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31807 - APPLICABILITY: APPLICABLE TO DUE TO COMPONENT GOOGRICH HOIST P/N 44316-12-104 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE

PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE. PROGRAMME

PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.

PARAGRAPH 5,8,12: INFORMATION ONLY

PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY.

PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL

PARAGRAPH 10: COMPLIED WITH

PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31726 - APPLICABILITY: APPLICABLE TO DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-104 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE
PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE PROGRAMME
PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.
PARAGRAPH 5,8,12: INFORMATION ONLY PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY. PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL
PARAGRAPH 10: COMPLIED WITH
PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31731 - APPLICABILITY: NOT APPLICABLE TO DUE TO AIRCRAFT NOT FIT TO SERVICE.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE
PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE PROGRAMME
PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.
PARAGRAPH 5,8,12: INFORMATION ONLY PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY. PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL
PARAGRAPH 10: COMPLIED WITH
PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31809 - APPLICABILITY: APPLICABLE TO DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-101 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE

PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE PROGRAMME

PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.

PARAGRAPH 5,8,12: INFORMATION ONLY PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY. PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL

PARAGRAPH 10: COMPLIED WITH

PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A

SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31855 - APPLICABILITY: APPLICABLE TO DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-104 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE
PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE PROGRAMME
PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.
PARAGRAPH 5,8,12: INFORMATION ONLY PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY. PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL
PARAGRAPH 10: COMPLIED WITH
PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR

DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31913 - APPLICABILITY: APPLICABLE TO DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-104 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 & 9: COMPLIED BY OEM. REFER ANNEX 1 "AIRWORTHINESS DIRECTIVE
PARAGRAPH 3: EVERY 6 MONTHS//400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION IN AIRCRAFT MAINTENANCE PROGRAMME
PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.
PARAGRAPH 5,8,12: INFORMATION ONLY PARAGRAPH 6: NOT COMPLIED DUE TO HOIST INSTALLED WITH NEW OVERCLUTCH ASSEMBLY. PARAGRAPH 7: EVERY 39 MONTHS//2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL
PARAGRAPH 10: COMPLIED WITH

PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATION REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31289 - APPLICABLE DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-101 FITTED ON AIRCRAFT.

PARAGRAPH 1,2 6,9 & 10: COMPLIED WITH DURING OVERHAUL.

PARAGRAPH 3: EVERY 6 MONTHS/400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION FOR ON-GOING TESTING.

PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.

PARAGRAPH 5, 8 & 12: INFORMATION ONLY

PARAGRAPH 7: EVERY 36 MONTHS/2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL.

PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLING REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY

LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31291 - APPLICABLE DUE TO COMPONENT GOODRICH HOIST P/N 44316-12-101 FITTED ON AIRCRAFT.

COMPLIANCE:

PARAGRAPH 1,2 6,9 & 10: COMPLIED WITH DURING OVERHAUL.

PARAGRAPH 3: EVERY 6 MONTHS/400 HOIST LIFTS, ACCOMPLISH A HOIST LOAD CHECK/TEST IN ACCORDANCE WITH THE INSTRUCTION FOR ON-GOING TESTING.

PARAGRAPH 4: COMPLY IF HOIST LOAD CHECK/TEST REQUIRED BY PARAGRAPH 2 AND 3 OF THIS AD, THE HOIST FAILS THE TEST, DEACTIVATE THE HOIST AND, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, AS DEFINED IN TABLE 2 OF THIS AD.

PARAGRAPH 5, 8 & 12: INFORMATION ONLY

PARAGRAPH 7: EVERY 36 MONTHS/2600 HOIST LIFT, OR AT THE NEXT SCHEDULED HOIST OVERHAUL.

PARAGRAPH 11: COMPLY IF A PARTIAL PEEL OUT OCCURS, BEFORE NEXT FLIGHT, REMOVE OR

DEACTIVATE THE HOIST OR, BEFORE NEXT HOIST OPERATION, REPLACE THE HOIST WITH A SERVICABLE HOIST, NOTING THE INSTALLATING REQUIREMENT OF PARAGRAPH 8.

REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW.

31899 - APPLICABILITY: NOT APPLICABLE DUE TO AIRCRAFT NOT FITTED WITH HOIST.

REASON: REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201, 2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE

IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW


31903 - APPLICABILITY: NOT APPLICABLE DUE TO AIRCRAFT NOT FITTED WITH HOIST.

REASON: REASON: DURING A MAINTENANCE CHECK FLIGHT WITH AN MBB-BK117 C-2 HELICOPTER, A DUMMY LOAD OF 552 LB (250 KG) 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. THE RESULTS OF FURTHER EXAMINATIONS ON THE SUBJECT HOIST DETERMINED THAT THE OVERLOAD CLUTCH HAD FAILED. THE OVERLOAD CLUTCH DESIGN IS COMMON TO ALL GOODRICH EXTERNALLY MOUNTED RESCUE HOISTS LISTED IN TABLE 1 OF THIS AD. 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. TO ADDRESS THIS UNSAFE CONDITION, EASA ISSUED A SERIES OF ADS (2013-0065-E, 2013-0077-E, 2013-0275, 2014-0201,

2014-0254, 2015-0069 AND 2015-0160, EACH NEW AD SUPERSEDING THE PREVIOUS ONE) TO REQUIRE IDENTIFICATION OF THE INSTALLED HOIST AND, FOR AFFECTED HOIST INSTALLATIONS, A REPETITIVE LOAD CHECK/TEST OF THE SLIP VALUE OF THE OVERLOAD CLUTCH. OPERATIONAL AND ENVIRONMENTAL LIMITATIONS AS WELL AS A PERIODIC REPLACEMENT OF THE OVERLOAD CLUTCH WERE ALSO INCORPORATED. AFTER EASA AD 2015-0160 WAS PUBLISHED, 18 HOISTS WERE CONFIRMED TO BE BELOW LIMIT, WITH 22 MORE UNDER INVESTIGATION, AND IT WAS DETERMINED THAT SOME VERSIONS OF THE EXISTING OVERLOAD CLUTCH HAD NOT BEEN APPROVED AT AIRCRAFT LEVEL. A NEW OVERLOAD CLUTCH P/N WAS DEVELOPED WITH IMPROVED PROCESS CONTROL TO MITIGATE SOME OF THE FACTORS RESULTING IN THE DEGRADED CLUTCH PERFORMANCE OBSERVED. CONSEQUENTLY, EASA ISSUED AD 2015-0226 (LATER REVISED), PARTIALLY RETAINING THE REQUIREMENTS OF EASA AD 2015-0160, WHICH WAS SUPERSEDED, REDUCING THE MAXIMUM ALLOWABLE LOAD ON THE HOIST, INTRODUCING A NEW LIMITATION TO THE APPLICABLE ROTORCRAFT FLIGHT MANUAL (RFM) OR RFM SUPPLEMENT (RFMS) AND REQUIRING REPLACEMENT OF THE EXISTING OVERLOAD CLUTCH P/N(S) WITH NEW OVERLOAD CLUTCH P/N(S). SINCE EASA AD 2015-0226R5 WAS ISSUED, AH WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO AS 365 N3, AS 332 L2 AND EC225 LP HELICOPTERS, AND AHD WAS GRANTED WITH MAJOR CHANGE APPROVALS APPLICABLE TO EC135 AND EC635 HELICOPTERS, FOR A LONGER REPLACEMENT/OVERHAUL INTERVAL FOR THE HOISTS EQUIPPED WITH THE NEW OVERLOAD CLUTCH P/N.

FOR THE REASON DESCRIBED ABOVE, THIS AD IS REVISED TO UPDATE THE HOIST REPLACEMENT/OVERHAUL INTERVAL WITH THE NEW APPROVED DATA APPLICABLE TO AH AS 365 N3, AS 332 L2 AND EC225 LP AND AHD EC135 AND EC635 (ALL MODELS) HELICOPTERS. THIS AD ALSO INTRODUCES EDITORIAL CHANGES NOT AFFECTING THE REQUIREMENTS. THIS AD IS STILL CONSIDERED AN INTERIM ACTION AND FURTHER AD ACTION MAY FOLLOW

C. CONTINUING AIRWORTHINESS MANAGEMENT (CAM) MANAGER / DEPUTY

<input type="checkbox"/> MAINTENANCE SCHEDULE AMENT.	<input type="checkbox"/> PUBLICATION AMENDMENT	<input type="checkbox"/> PRE-PLANNED WORKSHEET	<input type="checkbox"/> COMPONENT SEND OFF FOR COMPLIANCE
<p>REMARKS:</p> <p>1) PLEASE CHECK THE SUPPORTING DOCUMENT ATTACHED. I BELIEVE ONE OF THE ATTACHMENTS SHOULD BE CHART A/EQUIPMENT LIST/LOG CARD AND THE OTHER ATTACHMENT FROM THE AERONET PAGE</p>			<p>NAME SIGNATURE & DATE</p>  <p>AMIR ABDULLAH 5 JAN 2022</p>

D. CAMO PLANNER

<input type="checkbox"/> ENTRY TO MAINT. FORECAST	<input type="checkbox"/> PREPARE WORK PACKAGE	<input type="checkbox"/> PLAN EMBODIMENT
<input type="checkbox"/> SPARE ORDER	<input type="checkbox"/> MANPOWER QUALIFICATION	<input type="checkbox"/> TOOLING

REMARKS:

NAME
SIGNATURE & DATE

TIC COMPLIANCE CHECKLIST BY CAM MANAGER (Tick and Fill up as necessary)

COMPLIANCE		REMARKS:	NAME SIGNATURE & DATE
YES	NO		