



Emergency Airworthiness Directive

AD No.: 2018-0173-E

Issued: 08 August 2018

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332, EC 225, AS 365 and EC175 helicopters

Effective Date: 10 August 2018

TCDS Number(s): EASA.R.002, EASA.R.105 and EASA.R.150.

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment & Furnishings – Hoist Carrier Assembly – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

AS 332 L2, EC 225 LP, AS 365 N3, and EC175 B helicopters, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Goodrich electrical hoists, Part Number (P/N) 42325-16-4, P/N 42325-16-5, P/N 42325-16-6 and P/N 44318-11-103, as applicable to helicopter installation. Table 1 of this AD provides the eligible P/N(s) for each affected helicopter model.

The applicable ASB: AH Alert Service Bulletin (ASB) AS332-25.03.66, ASB EC225-25A225, ASB AS365-25.01.78 and ASB EC175-25A026, as applicable to helicopter model. The applicable ASB refers to Goodrich Service Information Letter (SIL) SIL-2018-03.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.



Reason:

An occurrence was reported concerning a Goodrich rescue hoist, having an incorrectly assembled retaining spring at the carrier assembly level. The carrier assembly holes were not aligned and the carrier retainer was not safely engaged.

This condition, if not detected and corrected, could lead to loosening of the carrier assembly, possibly resulting in the loss of the load and consequent injury to persons on ground.

To address this potential unsafe condition, Goodrich issued SIL-2018-03 to provide instructions to inspect the carrier assembly and to ensure correct assembly of the hoist carrier. Consequently, AH identified the affected AH helicopter models and issued the applicable ASB, providing instructions at helicopter level.

For the reason described above, this AD requires a one-time inspection of the hoist carrier assembly and, depending on findings, replacement of the hoist carrier assembly. This AD also requires the same inspection before (re)installation of an affected part on a helicopter.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 helicopters: Before next hoist operation after the effective date of this AD, inspect the hoist carrier assembly of the affected part in accordance with the instructions of Section 3 of the applicable ASB.

Table 1 – Affected Helicopters and eligible Goodrich Electrical Hoists P/Ns

Helicopter Model	Hoist P/N
AS 332 L2	42325-16-4
EC 225 LP	42325-16-4, or 44318-11-103
AS 365 N3	42325-16-5, or 42325-16-6
EC 175 B	42325-16-6

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, the hoist carrier assembly is found incorrectly installed, before next hoist operation, replace the hoist carrier assembly in accordance with the instructions of Section 3 of the applicable ASB.

Parts installation(s):

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install on any helicopter an affected part, provided that, prior to installation, the affected part has passed an inspection (no defects found, or all defects corrected) in accordance with the instructions of Section 3.B.2 and Section 3.D of the applicable ASB.



Ref. Publications:

AH ASB AS332-25.03.66, original issue dated 08 August 2018.

AH ASB EC225-25A225, original issue dated 08 August 2018.

AH ASB AS365-25.01.78, original issue dated 08 August 2018.

AH ASB EC175-25A026, original issue dated 08 August 2018.

The use of later approved revisions of above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.

