



Airworthiness Directive

AD No.: 2020-0026

Issued: 14 February 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

BELL TEXTRON CANADA Ltd

Type/Model designation(s):

429 and 430 helicopters

Effective Date: 28 February 2020

TCDS Number(s): EASA.IM.R.506 and EASA.IM.R.114

Foreign AD: None

Supersedure: None

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

Manufacturer(s):

Bell Textron Canada Ltd (BTCL), formerly Bell Helicopter Textron Canada Ltd.

Applicability:

Bell 429 and 430 helicopters, all serial numbers.

Definitions:

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

The SIL: Goodrich Service information Letter (SIL) 2018-03 Revision 1.

Affected part: Goodrich rescue hoists identified by Part Number (P/N) in Appendix 1 of this AD.

Serviceable part: An affected part that, prior to installation, has passed (no defects found, as identified in the SIL; or all defects corrected) an inspection in accordance with the instructions of the SIL; or a hoist that is not an affected part.

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 carrier retainer spring during rescue hoist hook “bumper” assembly. The carrier assembly holes were not aligned and the carrier retainer spring was not safely engaged.

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

To address this potential unsafe condition, Goodrich issued the SIL, as defined in this AD, to provide instructions to inspect the carrier assembly and to ensure correct assembly of the hoist carrier and carrier retainer spring engagement.

Prompted by these actions, Transport Canada Civil Aviation (TCCA), the State of Design authority for the affected helicopters, issued Civil Aviation Safety Alert (CASA) 2019-06 to recommend owners, operators and maintainers of the affected helicopters to complete the actions as specified in the SIL; EASA endorsed that CASA. However, following a reassessment by EASA of this safety issue, it has been decided that AD action is warranted.

For the reason described above, this AD requires a one-time inspection of the rescue hoist carrier assembly and, depending on findings, replacement. 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:

- (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 the SIL.

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 SIL.

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 it is a serviceable part, as defined in this AD.

Ref. Publications:

Goodrich Sensors and Integrated Systems SIL 2018-03 Revision 1 dated 03 April 2018.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 15 January 2020 as PAD 20-007 for consultation until 12 February 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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: Bell Textron Canada Ltd, E-mail: productsupport@bellflight.com; or Goodrich Sensors and Integrated Systems, 2727 East Imperial highway, Brea, California 92821, United States of America.



Appendix 1 – Affected Parts

Goodrich Hoists P/N				
42315-17	42325-14-0	42325-16-4	44314-10-103	44316-12-104
42315-18	42325-14-1	42325-16-5	44314-10-104	44316-12-105
42315-19	42325-14-2	42325-16-6	44314-11-101	44318-10-101
42325-10	42325-14-3	42325-16-7	44314-11-102	44318-11-101
42325-12-0	42325-14-4	42325-18-1	44314-11-103	44318-11-102
42325-12-1	42325-14-5	44311-10-9	44314-11-104	44318-11-103
42325-12-2	42325-15	44311-12-1	44316-10-101	44318-11-104
42325-12-3	42325-16-1	44312-10	44316-10-104	44318-11-106
42325-12-4	42325-16-2	44314-10-101	44316-12-101	
42325-12-5	42325-16-3	44314-10-102	44316-12-102	

