Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-007

Issued: 15 January 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
BELL TEXTRON CANADA Ltd

Type/Model designation(s):
429 and 430 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

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

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Manufacturer(s):
Bell Textron Canada Ltd (BTCL), formerly Bell Helicopter Textron Canada Ltd.

Applicability:
BTCL 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 has 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 PAD proposes to require a one-time inspection of the rescue hoist carrier assembly and, depending on findings, replacement. This PAD also proposes to require 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. This Proposed AD will be closed for consultation on 12 February 2020.

2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system.

4. For any question concerning the technical content of the requirements in this PAD, 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	