


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2008-0222-E</b>  <b>Date: 19 December 2008</b>  Note: This Emergency 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	
This EAD is issued in accordance with EC 1702/2003, Part 21A.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].		
<b>Type Approval Holder's Name :</b>  EUROCOPTER	<b>Type/Model designation(s) :</b>  AS 332 helicopters	
TCDS Number :	EASA.R.002	
Foreign AD :	Not applicable	
Supersedure :	None	
<b>ATA 25</b>	<b>Equipment &amp; Furnishings - Hydraulic Hoist Cable – Limitation / Modification</b>	
Manufacturer(s):	Eurocopter (former Eurocopter France)	
Applicability:	AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all serial numbers, if equipped with a hoist strut assembly Part Number (P/N) 330A87-2345-00 to P/N 330A87-2345-06 inclusive, in combination with a tray-mounted single or dual hoist.	
Reason:	<p>An incident has been reported of a hydraulic hoist cable jamming against the base of the supporting strut of a dual hoist tray installation. The jamming occurred during a rescue at sea, while the load was lifted and subject to large oscillations. The load was transferred to the backup electrical hoist and safely brought onboard. However, the hydraulic hoist cable jammed against the supporting strut which damaged the back-up electrical hoist power harness routed through that area, resulting in a short circuit that fused and ruptured the hydraulic hoist cable.</p> <p>This condition, if not corrected, could lead to further incidents of hoist cable jamming and consequent cable failure, possibly resulting in personal injuries and/or damage to the helicopter.</p> <p>For the reason described above, this AD requires the implementation of a temporary limitation on hoist operation in case of cable jamming and requires a modification to the hoist installation to prevent the hoist cable jamming against the base of the supporting strut.</p>	
Effective Date:	23 December 2008	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the next hoist operation, install a placard in full view of the hoist operator, stating the following:</p> <p style="text-align: center;"><b>IN CASE OF CABLE JAM AGAINST STRUT DO NOT ATTEMPT TO RAISE OR LOWER LOAD</b></p> <p><b>Note:</b> If the cable jams against the base of the supporting strut following large oscillations, no attempt should be made to raise or lower the load, in order to minimize the risk of damaging the cable and potentially severing it.</p> <p>(2) In case cable jamming occurs, before the next hoist operation, check the condition of the cable in accordance with the instructions of the applicable Component Maintenance Manual and, in case damage is found, take corrective actions accordingly.</p> <p>(3) <b>For helicopters equipped with a tray-mounted dual hoist with the back-up electrical hoist power cable routed at the base of the supporting strut:</b></p> <p>Within the next 2 weeks after the effective date of this AD, install a protection of the base of the hoist strut assembly in accordance with paragraph 2.B.2 of Eurocopter AS332 Alert Service Bulletin (ASB) 25.02.08 (Eurocopter MOD 332A081113.00).</p> <p>(4) <b>For all other affected helicopters:</b></p> <p>Not later than 31 December 2009, install a protection of the base of the hoist strut assembly in accordance with approved instructions. Modification of a helicopter in accordance with paragraph 2.B.2 of Eurocopter AS332 ASB 25.02.08 (MOD 332A081113.00) is an acceptable method of compliance with this requirement.</p> <p>(5) After modification of a helicopter as required by paragraph (3) or (4) of this AD, as applicable to configuration, the limitation, procedures and placard as imposed by paragraph (1) of this AD are no longer required for that helicopter and must be removed.</p>
<p>Ref. Publications:</p>	<p>Eurocopter AS332 ASB 25.02.08 dated 18 December 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></p>