EASA	EMERGENCY	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0178-E	
	Date: 07 August 2009	Э
<b>F</b>	Note: This Emergency Airwor with Regulation (EC) No 216, and of the European third cou that Regulation	thiness Directive (AD) is issued by EASA, acting in accordance (2008 on behalf of the European Community, its Member States intries that participate in the activities of EASA under Article 66 of
This AD is issued in accorda continuing airworthiness of ar an aircraft to which an AD ap [EC 2042/2003 Annex I, Part I	ance with EC 1702/2003, Part 21A.3E a aircraft shall be ensured by accompl plies, except in accordance with the re M.A.303] or agreed with the Authority of	B. In accordance with EC 2042/2003 Aprex I, Parth A.301, the ishing any applicable ADs. Consequence no person may operate equirements of that AD, unless otherwise specified by the Agency of the State of Registry [EC 216/2016, Article 1(4) exercision].
Type Approval Holder's Name :		Type/Model designation(s) :
EUROCOPTER		AS 332 an 330 elice ters
TCDS Number :	EASA.R.002	
Foreign AD :	Not applicable	
Supersedure :	This AD supersedes EASA	2008-02. P-E cuted 19 December 2008.
ATA 25	Equipment & Funishir Modification	ogs – Tydraulic Hoist Cable – Limitation /
Manufacturer(s):	Er Scopter former Euroc	copter France, Aerospatiale, Sud Aviation)
	S 33 C, ASC 32 C1, AS s dial numbers, if equipped (lash numbers -00 to -06 i or double hoist, and which	332 L, AS 332 L1 and AS 332 L2 helicopters, all with a hoist beam Part Number (P/N) 330A87-2345 nclusive), in combination with a tray-mounted single do not embody modification (MOD) 332A081113.00.
Applicability:	330 F, SA 330 G and S with a hoist beam P/N 330, combination with a tray-mo	A 330 J helicopters, all serial numbers, if equipped A87-2345 (dash numbers -00 to -06 inclusive), in ounted single hoist.
	Note: The hoist beam P/N	is engraved in the center of the strut assembly.
Reason:	An incident has been report base of the supporting strue occurred during a rescue a oscillations. The load was the brought onboard. However the hydraulic hoist cable dat harness which is routed the and ruptured the hydraulic	ted of a hydraulic hoist cable jamming against the t of a dual hoist tray installation. The jamming t sea, while the load was lifted and subject to large transferred to the backup electrical hoist and safely , when jamming against the hoist supporting strut, amaged the back-up electrical hoist power supply rough that area, resulting in a short circuit that fused hoist cable.
	This condition, if not correct jamming and consequent c and/or damage to the helic	eted, could lead to further incidents of hoist cable able failure, possibly resulting in personal injuries opter.
	EASA initially issued Emer	gency AD 2008-0222-E, which required the

	implementation of a temporary limitation on hoist operation in case of cable jamming and required installation of a lower hoist beam fitting protector to prevent the hoist cable jamming against the base of the supporting strut
	Since AD 2008-0222-E was published, a detailed configuration review showed that some civilian SA 330 helicopters may also be fitted with hoist beam P/N 330A87-2345 (dash numbers -00 to -06 inclusive). In addition, it has been noticed that some helicopters (SA 330 or AS 332) may have their hoist control electrical harness routed in the same area of the supporting strut where the hoist cable jammed during the first incident. Should this electrical harness be damaged due to hoist cable jamming, this other condition, if not corrected, could lead to untimely firing of the hoist pyrotechnic squib, thereby shearing the cable, possibly resulting in personal injuries and/or damage to the helicopter.
	extends the applicability to include SA 330 helicopter of also nowires usabling the hoist pyrotechnic shear function of some helicopters and the hore mentation of an additional limitation, pending modification. This AD uso allows, under certain conditions, continued operation of the helicopter without modification.
Effective Date:	11 August 2009
	Required as indicated, unless accomplished, revire sly:
Required Action(s) and Compliance Time(s)	(1) For all helicopters as identifier in the Applicability of this AD, pending installation of a lower poist tham fitting protector:
	(1.1) Before the rest hold operation after the effective date of this AD, install a placate in full view of the hoist operator, stating the following:
	IN CASE OF CABLE JAM AGAINST STRUT DO NUT TEMPT TO RAISE OR LOWER LOAD
	Note of the cable iams against the supporting strut following large oscillations, no attempt should be made to raise or lower the load, in order to minimize the risk of numaging the cable and potentially severing it.
	(1.2) 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.
	(1.3) For those helicopters with a hoist <u>control electrical harness</u> routed at the base of the hoist supporting strut, before the next hoist operation after the effective date of this AD:
	<ul> <li>(1.3.1) Disable the hoist pyrotechnic shear function, in accordance with the instructions of paragraph 2.B.3 of Eurocopter AS332 Alert Service Bulletin 25.02.08 Revision 1 or Eurocopter SA330 ASB 25.39 Revision 1 (the applicable ASB); and</li> </ul>
	(1.3.2) Insert a copy of the Appendix 1 of the applicable ASB into the applicable Rotorcraft Flight Manual (RFM); and
	(1.3.3) Install 2 placards, in full view of the flight crew and the hoist operator respectively, stating the following:
	on the instrument panel,
	HOIST PYROTECHNIC SHEAR FUNCTION DISABLED



	(4) For helicopters operated in accordance with paragraph (1.3) of this AD:	
	After modification of a helicopter in accordance with paragraph (2.1.1), (2.2.1) or (3.1), as applicable, before the next hoist operation, remove the RFM changes (paragraph 1.3.2 of this AD) and the placards (paragraph (1.3.3) of this AD) and re-establish the hoist pyrotechnic shear function of that helicopter in accordance with the instructions of paragraph 2.B.2.e of the applicable ASB.	
Ref. Publications:	Eurocopter AS332 ASB 25.02.08 Revision 1 dated 03 August 2009.	
	Eurocopter SA330 ASB 25.39 Revision 1 dated 03 August 2021.	
	The use of later approved revisions of these documents is a ceptable for compliance with the requirements of this AD.	
Remarks :	1. If requested and appropriately substantiated, ASA can approve Alternative Methods of Compliance for this AD.	
	2. The safety assessment has requested not to inclement the full consultation process and an immediate publication and notification.	
	<ol> <li>Enquiries regarding this AD yould be reverence the Airworthiness Directives, Safety Management &amp; Lesearch Section, Certification Directorate, EASA. E-mail: <u>A De Leasa.europa.eu</u>.</li> </ol>	
	<ol> <li>For any question concerning the counical content of the requirements in this AD, please contact: EUROCOPTER (S1Di) – Aéror art de Marseille Provence 13725 Marignane Cedex, France; Elephope +31 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: <u>Exective echnical-support@eurocopter.com</u></li> </ol>	

