


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-155</p> <p>Date: 04 October 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p>
<p>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 closing date indicated.</p>	
<p>Design Approval Holder's Name:</p> <p>AGUSTAWESTLAND S.p.A. BELL HELICOPTER TEXTRON, Inc. BELL HELICOPTER TEXTRON CANADA Ltd. EUROCOPTER EUROCOPTER DEUTSCHLAND GmbH MD HELICOPTERS, Inc. SIKORSKY AIRCRAFT CORPORATION</p>	<p>Helicopter Type/Model designations:</p> <p>AW109SP, AB/AW139 and AB412 212, 214 and 412 429 and 430 AS 365 N3, AS 332 and EC 225 MBB-BK 117 C-2, EC 135 and EC 635 MD900 S-61, S-76 and S-92</p>
TCDS Numbers:	EASA.IM.R.001, EASA.R.002, EASA.R.005, EASA.R.006, EASA.R.009, EASA.R.010 and EASA.IM.R.506; USA 1H15, H1NE, H19NM, H4SW and H6SW; Canada H-88; Italy SO/A 157; and France No. 159
Foreign AD:	This AD is related to FAA AD 2013-06-51, dated 25 March 2013.
Supersedure:	This AD supersedes EASA AD 2013-0077R1, dated 27 March 2013.
ATA 25	Equipment / Furnishing – Hoist – Inspection / Replacement
Manufacturer(s):	AgustaWestland S.p.A., Bell Helicopter Textron Inc. (BHTI, formerly Bell Helicopters, Inc), Bell Helicopter Textron Canada Ltd (BHTC), Eurocopter (EC, formerly Eurocopter France, Aerospatiale), Eurocopter Deutschland GmbH (ECD), American Eurocopter (AEC), MD Helicopters, Inc. (MDHI), McDonnell Douglas Helicopter Systems (MDHS), Sikorsky Aircraft Corporation.
Applicability:	AgustaWestland AW109SP and AB139, AW139, AB412 helicopters, all Models, all serial numbers (s/n); BHTI 212, 214 and 412 helicopters, all Models, all s/n; BHTC 429 and 430 helicopters, all s/n; AS 365 N3, AS 332 L2 and EC225 LP helicopters, all s/n; Eurocopter Deutschland (ECD) MBB-BK117 C-2, EC135 and EC 635 (all Models) helicopters, all s/n; Sikorsky S-61 and S-76 (all Models), and S-92A helicopters, all s/n, and MDHI MD900 helicopters, all s/n.
Reason:	During a maintenance check flight with a MBB-BK 117 C-2 helicopter, a dummy load of 552 lbs (250kg) was picked up in order to conduct a "maximum load cycle" on the rescue hoist. The cable reeled-out without further command of the

	<p>operator, causing the test dummy load to impact the ground.</p> <p>The results of further examinations on the subject hoist determined that the overload clutch had failed. The overload clutch design is common to all Goodrich externally mounted rescue hoists listed in Appendix 1 of this AD.</p> <p>This condition, if not detected and corrected, could lead to further cases of in-flight loss of the hoist load, possibly resulting in injury to persons on the ground or in a hoisting accident.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2013-0065-E to require identification of the installed hoist and, for affected hoist installations, a one-time load check test of the externally mounted hoist. The original AD was superseded by AD 2013-0077-E and then revised to 2013-0077R1 to adjust applicability and compliance time.</p> <p>The investigation has identified another un-commanded cable reel-out with loss of load as well as hoists not passing the overload test mandated by the initial AD. It was also identified that a conditioning step had not been performed on some clutches. A root cause has however not yet been determined.</p> <p>For the reasons described above, this AD supersedes EASA AD 2013-0077R1, and adds operating restrictions, repetitive inspections and reduces the time between overhauls for the affected hoists.</p> <p>This AD is still considered an interim action and further AD action may follow.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next hoist operation after the effective date of this AD, determine the Part Number (P/N) and serial number (s/n) of the hoist installed on the helicopter. If a Goodrich hoist system is installed with a P/N listed in Appendix 1 of this AD (all s/n), accomplish the actions (hoist test), and, thereafter, at intervals not to exceed 5 hoist operating hours or 50 hoist lifts, whichever occurs first, in accordance with approved instructions from the helicopter manufacturer (type certificate holder), or from the hoist installation design approval holder (supplemental type certificate holder), as applicable to installation and helicopter type/model (refer to Ref. Publications). <p>Note 1: Goodrich ASB No. 44301-10-15 contains information pertaining to the subject addressed by this AD.</p> <p>Note 2: A hoist lift is defined as an unreeling and recovery of the cable with a load attached to the hook, independent of the length of the cable that is deployed / recovered.</p> <ol style="list-style-type: none"> (2) If, during any test as required by paragraph (1) of this AD, the hoist fails the test, before next hoist operation, deactivate the hoist, or replace the hoist with a serviceable hoist. <p>Note 3: For the purpose of this AD, a serviceable Goodrich hoist is defined in Appendix 2.</p> <ol style="list-style-type: none"> (3) If a hoist test as required by paragraph (1) of this AD cannot be accomplished for lack of approved instructions from the helicopter manufacturer (type certificate holder), or from the hoist installation design approval holder (supplemental type certificate holder), before next hoist operation, replace the hoist with a serviceable hoist, or deactivate the hoist. (4) If a Goodrich hoist system is installed with a P/N and s/n listed in Appendix 1 of this AD, within 6 months, or 22 hoist operating hours, or 200 hoist lifts, or at the scheduled hoist overhaul interval, whichever occurs first after the effective date of this AD, replace the hoist with a serviceable hoist.

	<p>(5) If a Goodrich hoist system is installed with a P/N listed in Appendix 1 of this AD (all s/n except those listed in Appendix 1), within 24 months, or 22 hoist operating hours, or 200 hoist lifts, or at the scheduled hoist overhaul interval, whichever occurs first after the effective date of this AD, replace the hoist with a serviceable hoist.</p> <p>(6) Within 24 months, or 22 hoist operating hours, or 200 hoist lifts, whichever occurs first after the replacement as required by paragraph (4) or (5) of this AD, as applicable, and, thereafter, at intervals not to exceed 24 months, or 22 hoist operating hours, or 200 hoist lifts, whichever occurs first, replace the hoist with a serviceable hoist.</p> <p>(7) From the effective date of this AD, it is allowed to install an affected Goodrich hoist, having a P/N as listed in Appendix 1 of this AD, on any helicopter, provided that it is a serviceable hoist, as defined in Appendix 2 of this AD and, prior to hoisting operation, the hoist has passed an inspection and test as required by paragraph (1) of this AD. Following installation, the repetitive actions required by this AD must be accomplished.</p> <p>(8) For helicopters with a Goodrich hoist system installed having a P/N listed in Appendix 1 of this AD (all s/n), from the effective date of this AD, the following hoist operation limitations must be applied and all flight crew members and hoist operators must be informed accordingly:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> - Maximum permissible bank angle with extended cable is 20° - Maximum permissible lateral pendulum angle with respect to the vertical axis of the helicopter is 15° </div> <p>Installation of a placard with these limitations, in full view of the pilot(s), or inserting a copy of this AD into the applicable Rotorcraft Flight Manual, is acceptable to comply with the requirement of paragraph (8) of this AD.</p>
Ref. Publications:	<p>ECD ASB No. MBB-BK117 C-2-85A-038, dated 11 March 2013.</p> <p>ECD ASB No. EC135-85A-058, dated 11 March 2013.</p> <p>Eurocopter ASB No. AS365-25.01.25, revision 1, dated 25 June 2013.</p> <p>Eurocopter ASB No. AS332-25.02.70, revision 1, dated 25 June 2013.</p> <p>Eurocopter ASB No. EC225-25A133, revision 1, dated 25 June 2013.</p> <p>AgustaWestland BT 139-321, dated 15 March 2013.</p> <p>AgustaWestland BT 109SP-062, dated 15 March 2013.</p> <p>Bell Helicopter ASB No. 429-13-09, dated 22 March 2013.</p> <p>Bell Helicopter ASB No. 430-13-09, dated 22 March 2013.</p> <p>MD Helicopters SL900-078, dated 26 March 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Goodrich ASB No. 44301-10-15, revision No. 2, dated 05 April 2013.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 November 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact (as applicable):

	<p>Goodrich Corporation, Sensors & Integrated Systems (SIS-CA) Brea, California 92821, United States of America (USA) Telephone: +1 714-984-1461.</p> <p>AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331 664600 ; Fax: + 39 0331 664684 E-mail: custserv@agustawestland.com.</p> <p>Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, USA. Telephone +1 817-280-3391, Fax +1 817-280-6466.</p> <p>Bell Helicopter Textron Canada, Engineering Department, 12800 rue de l'Avenir, Mirabel, Québec J7J 1R4, Canada, Telephone +1 450-971-6500, Fax +1 450-437-6382.</p> <p>Publications for both BHTI and BHTC types are available on the following website: http://www.bellcustomer.com/bulletins.cfm,</p> <p>Eurocopter (STDI) - Aéroport de Marseille Provence 13725, Marignane Cedex, France. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.</p> <p>Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Germany. Telephone: + 49 (0)151-1422 8976.</p> <p>Sikorsky Aircraft Corporation, Commercial Product Support, 6900 Main Street, P.O. Box 9729, Stratford, Connecticut 06497-9129, United States of America; telephone: +1 203-416-4299, E-mail: sikorskywcs@sikorsky.com.</p> <p>MD Helicopters Inc., Attn: Customer Support Division, 4555 East McDowell Road, Mail Stop M615, Mesa, Arizona 85215-9734, The United States of America. Telephone +1-800-388-3378, fax +1-480-346-6813, or on the Web at http://www.mdhelicopters.com.</p>
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Appendix 1 – Affected Goodrich Hoists
(all suffixes, unless specified)

P/N	s/n
42315	[to be determined]
42325	
44301-10-4 44301-10-7 44301-10-9	
44301-10-1 44301-10-2 44301-10-5 44301-10-6 44301-10-8 44301-10-10 44301-10-11	
44311	
44312	
44314	
44315	
44316	
44318	

Appendix 2 – Serviceable Goodrich Hoists

A hoist having a P/N not listed in Appendix – Table 1
A hoist having a P/N as listed in Appendix – Table 1 which is new and manufactured after the effective date of this AD
A hoist having a P/N as listed in Appendix – Table 1 which is overhauled with no time accumulated since overhaul and the overhaul was accomplished after the effective date of this AD
A hoist having a P/N and a s/n listed in Appendix – Table 1 which has accumulated less than 6 months or 22 hoist operating hours, or 200 hoist lifts since new, or since last overhaul, with manufacturing or overhaul having been accomplished after the effective date of this AD
A hoist having a P/N and a s/n <u>not</u> listed in Appendix – Table 1 which has accumulated less than 24 months, or 22 hoist operating hours, or 200 hoist lifts since new or since last overhaul, with manufacturing or overhaul having been accomplished after the effective date of this AD