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| <b>EASA</b>  | <b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>  |  |
|   | <p><b>AD No.: 2012-0186-E</b></p> <p><b>Date: 14 September 2012</b></p> <p>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.</p>  |  |
| <p>This AD 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].</p> |   |  |
| <p><b>Design Approval Holder's Name:</b><br/>EUROCOPTER</p>  | <p><b>Type/Model designation(s):</b><br/>AS 332 and EC 225 helicopters</p>  |  |
| <p>TCDS Number:</p>  | <p>EASA.R.002</p>   |  |
| <p>Foreign AD:</p>   | <p>Not applicable</p>   |  |
| <p>Supersedure:</p>  | <p>This AD supersedes EASA Emergency AD 2011-0180-E dated 15 September 2011.</p>  |  |
| <p><b>ATA 25</b></p>   | <p><b>Equipment / Furnishings – Hoist Cable – Inspection / Replacement</b></p>  |  |
| <p>Manufacturer(s):</p>  | <p>Eurocopter, formerly Eurocopter France</p>   |  |
| <p>Applicability:</p>  | <p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, if equipped with GOODRICH variable speed hydraulic hoist with Part Number (P/N) 76365-XXX or P/N 76368-XXX.</p>   |  |
| <p>Reason:</p>   | <p>In 2011, a report was received of the in-flight loss of the hook from a hoist installed on a Eurocopter AS 332 helicopter. The hoist was not operating when the incident occurred (hook not loaded). Initial findings revealed a rupture of the cable in the area of the crimp, close to the hook component, and it was suspected that a manufacturing defect of the crimp plug could have been the cause of this, which potentially affected an identified batch of cables already delivered.</p> <p>This condition, if not detected and corrected, could lead to further cases of in-flight loss of a hoist hook, 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 2011-0180-E, which required identification of all potentially affected hoist cables and, if found installed on a helicopter, to remove it, or to cut the cable. In addition, that AD prohibited installation of a potentially affected hoist cable on a helicopter.</p> <p>Since that AD was issued, all potentially affected hoist cables have been recovered and all the cables from this batch have been removed from the helicopters. However, another hoist cable, not belonging to the recovered batch initially suspected of manufacturing defect, has been found damaged in the same area of the crimp plug. The analysis showed that damage could occur on</p> |  |

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|  | <p>an airworthy cable where the cable is crimped to the hoist hook, if flying with the hook not properly stowed in full up position after hoisting operation (as per existing Rotorcraft Flight Manual (RFM) instructions), hence left free to oscillate during the flight. The investigation results also showed that the incorrect application of the RFM procedures had resulted from previous wrong maintenance in the adjustment of the compression function of the hoist hook.</p> <p>Although both RFM and hoist maintenance instructions have been amended, the potential of other in-service damaged hoist cables cannot be ruled out.</p> <p>For the reasons described above, this new AD, which supersedes EASA Emergency AD 2011-0180-E, requires a one-time visual inspection of the condition of the hoist cable in the cup area, accomplishment of the applicable corrective action and a check of the compression function of the hoist hook.</p>   |
| Effective Date:                            | 17 September 2012   |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) During the next before-first-flight-of-the-day check after the effective date of this AD, visually inspect the condition of the hoist cable in the area of the upper cup of the hook assembly in accordance with the instructions of Section 3.B. of Eurocopter AS 332 Alert Service Bulletin (ASB) No. 25.02.54 or EC 225 ASB No. 25A115, as applicable to helicopter Model.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, cable damage is found, before next flight, replace the cable with a serviceable part.</li> <li>(3) At the operator's discretion, as a temporary alternative to the requirement of paragraph (2) of this AD and pending replacement of the cable with a serviceable part, before next flight, remove or cut the hoist cable in accordance with the instructions of Section 3.B. of Eurocopter AS 332 ASB No. 25.02.54 or EC 225 ASB No. 25A115, as applicable to helicopter Model.</li> <li>(4) After the inspection as required by paragraph (1) of this AD and accomplishment of the corrective action of paragraph (2) of this AD, if applicable, before next flight, check the compression function of the hoist hook in accordance with the instructions of Section 3.B. of Eurocopter AS 332 ASB No. 25.02.54 or EC 225 ASB No. 25A115, as applicable to helicopter Model.</li> </ol> |
| Ref. Publications:                         | <p>Eurocopter AS 332 ASB No. 25.02.54 revision 0 dated 11 September 2012.<br/>Eurocopter EC 225 ASB No. 25A115 revision 0 dated 11 September 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>   |
| Remarks:                                   | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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) 42 85 97 97; facsimile +33 (4) 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li> </ol>  |