# AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ECUREUIL/105 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

## Eurocopter AS 350 (Ecureuil) Series Helicopters

## AD/ECUREUIL/105 BREEZE Hoist Hooks 6/2005 Amdt 1

Applicability: Model AS 350 B, BA, B1, B2, B3, BB, and D helicopters, equipped with Breeze hoists fitted with hook assembly part number BL-7520-01; with hook part number BL-7520.

*Note: The affected hook is not fitted with a tongue locking system.*

Requirement:

1. Accomplish the operational procedure, and the restriction prohibiting the use of straps, in accordance with the instructions specified in paragraph 2.A. of Eurocopter Alert Service Bulletin No. 01.00.56.

2. Accomplish the instructions specified in paragraph 2.B. of Eurocopter Alert Service Bulletin No. 01.00.56.

*Note: DGAC AD F-2004-170 R1 refers.*

Compliance:

1. Before each hoisting operation.

2. Within 2 months after 10 November 2004.

The compliance times remain unchanged by this issue.

This Amendment becomes effective on 9 June 2005.

Background: This Directive was prompted by a case of incorrect positioning of the strap on the hoist hook during a hoisting operation, which led to distortion of the tongue and resulted in the release of the stretcher.

Amendment 1 is issued in response to a revision of the related DGAC AD, which converts the Requirement document to an Alert Service Bulletin; with no change to the technical content.

David Villiers
Delegate of the Civil Aviation Safety Authority

27 April 2005