



## Emergency Airworthiness Directive

**AD No.:** 2018-0225-E

**Issued:** 18 October 2018

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

### Type/Model designation(s):

MBB-BK117 helicopters

**Effective Date:** 22 October 2018

**TCDS Number(s):** EASA.R.010

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 25 – Equipment & Furnishings – Hook Mount Assembly – Inspection

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### Manufacturer(s):

Airbus Helicopters Deutschland GmbH, formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC.

### Applicability:

MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Goodrich rescue hoists, having Part Number (P/N) 44301-10-7.

**The applicable ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117 C-2-85A-047 and ASB MBB-BK117 D-2-85A-022, as applicable. The applicable ASB refers to Goodrich Service Information Letter (SIL) SIL-2018-06.

**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.



**Reason:**

An occurrence was reported concerning a Goodrich rescue hoist, having an incorrectly assembled lock spring system at the hook mount assembly. The hook mount assembly holes were not aligned and the lock spring was not safely engaged.

This condition, if not detected and corrected, could lead to loosening of the hook, possibly resulting in the loss of the load and consequent injury to persons on ground.

To address this potential unsafe condition, Goodrich issued SIL-2018-06 to provide instructions to inspect the lock spring system and to ensure correct assembly of the hook mount. Consequently, AH issued the ASB, providing those instructions at helicopter level.

For the reason described above, this AD requires a one-time inspection of the hook mount assembly and, depending on findings, replacement. This AD also requires the same inspection before (re)installation of an affected part on a helicopter.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 helicopters: Before next hoist operation after the effective date of this AD, inspect the hook mount assembly of the affected part in accordance with the instructions of Section 3 of the applicable ASB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, the hook mount assembly is found incorrectly installed, before next hoist operation, replace the hook mount assembly in accordance with the instructions of Section 3 of the applicable ASB.

**Parts installation(s):**

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install on any helicopter an affected part, provided that, prior to installation, the affected part has passed an inspection (no defects found, or all defects corrected) in accordance with the instructions of Section 3.B.2 and Section 3.D of the applicable ASB.

**Ref. Publications:**

AH ASB MBB-BK117 C-2-85A-047 original issue dated 15 October 2018.

AH ASB MBB-BK117 D-2-85A-022 original issue dated 15 October 2018.

The use of later approved revisions of above-mentioned documents is acceptable for compliance with the requirements of this AD.



**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany  
Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 4111  
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

