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| <b>EASA</b>   | <b>AIRWORTHINESS DIRECTIVE</b>   |  |
|    | <p><b>AD No.: 2014-0057</b><br/> <b>[Correction: 07 March 2014]</b></p> <p><b>Date: 06 March 2014</b></p> <p>Note: This 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 EU 748/2012, Part 21.A.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/> AIRBUS HELICOPTERS DEUTSCHLAND GmbH</p>   |  | <p><b>Type/Model designation(s):</b><br/> MBB-BK 117 C-2 helicopters</p> |
| <p>TCDS Number:       EASA.R.010</p>  |  |  |
| <p>Foreign AD:         Not applicable</p>   |  |  |
| <p>Supersedure:        This AD supersedes EASA AD 2014-0046-E dated 27 February 2014.</p>   |  |  |
| <b>ATA 85</b>   | <b>Optional Equipment – External Rescue Hoist System – Deactivation / Modification</b>   |  |
| <p>Manufacturer(s):    Airbus Helicopters Deutschland GmbH (AHD), Eurocopter Deutschland GmbH, American Eurocopter LLC</p>  |  |  |
| <p>Applicability:       MBB-BK 117 C-2 helicopters, all serial numbers.</p>   |  |  |
| <p>Reason:</p> <p>In a recent incident involving an MBB-BK 117 C-2 helicopter, the rescue hoist damper unit detached from the cable when the hoist damper was lifted by hand (no load attached).</p> <p>Subsequent investigation revealed that the detachment occurred because a retaining ring inside the damper unit was not located at its correct installation position. It was determined that the displacement of the retaining ring may occur as a maintenance induced error, or as a result of retaining ring interaction with the bonding strap unit during operation.</p> <p>This condition, if not detected and corrected, could lead to the detachment of an external load or person from the helicopter hoist, possibly resulting in personal injury, or injury to persons on the ground.</p> <p>To address this potential unsafe condition, EASA issued AD 2014-0046-E to require replacement of the affected rescue hoist damper units, or deactivation of the rescue hoist.</p> <p>Since EASA AD 2014-0046-E was issued, a corrective action has been developed to establish an adequate safety level. A terminating action is under investigation but currently not available.</p> |  |  |

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|  | <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0046-E, which is superseded, and, in order to reactivate the hoist damper unit, requires modification of the bonding strap unit, installation of an improved retaining ring and repetitive inspections.</p> <p>This AD has been republished to add AHD Emergency ASB MBB-BK117 C-2-85A-041 Revision 1 under Ref. Publications and to correct the date of issuance of Revision 2 of this ASB.</p>  |
| Effective Date:                            | 07 March 2014  |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of requirements of EASA AD 2014-0046-E:</b></p> <p>(1) For helicopters equipped with (optional) rescue hoist damper unit /rescue winch damper unit Part Number (P/N) 44307-480, P/N 44307-480-1 or P/N 44307-480-2, before the next hoist operation, or within 30 days, whichever occurs first after 03 March 2014 (the effective date of EASA Emergency AD 2014-0046-E), accomplish one of the actions, as specified in paragraph (1.1) or (1.2) of this AD, in accordance with the instructions of AHD Emergency Alert Service Bulletin (ASB) MBB-BK117 C-2-85A-041 Revision 1:</p> <p>(1.1) Replace the rescue hoist damper unit with a part having a different P/N.</p> <p>(1.2) Deactivate the rescue hoist.</p> <p><b>New requirements of this AD:</b></p> <p>(2) For helicopters equipped with (optional) rescue hoist damper unit /rescue winch damper unit P/N 44307-480, P/N 44307-480-1 or P/N 44307-480-2, within 6 months after the effective date of this AD, modify the bonding strap unit and replace the retaining ring in accordance with the instructions of AHD Emergency ASB MBB-BK117 C-2-85A-041 Revision 2.</p> <p>(3) Modification of a helicopter as required by paragraph (2) of this AD cancels the rescue hoist deactivation requirement of paragraph (1.2) of this AD for that helicopter.</p> <p>(4) Within 100 hoist cycles after modification as required by paragraph (2) of this AD, and, thereafter, at intervals not to exceed 100 hoist cycles, and, additionally, at every hoist cable change, inspect the retaining ring for correct installation in accordance with the instructions of AHD Emergency ASB MBB-BK117 C-2-85A-041 Revision 2.</p> <p>Note: If, during a helicopter flight, 100 hoist cycles are reached, a tolerance of 10 additional hoist cycles may be applied to the inspection interval as specified in paragraph (4) of this AD, provided these hoist cycles are carried out before landing.</p> <p>(5) If, during any inspection as required by paragraph (4) of this AD, the retaining ring is found to be damaged or installed incorrectly, contact AHD for further instructions and accomplish those instructions accordingly.</p> <p>(6) From the effective date of this AD, do not install a rescue hoist damper unit having P/N 44307-480, or P/N 44307-480-1, or P/N 44307-480-2 on a MBB-BK 117 C-2 helicopter, unless the unit has been previously modified in accordance with the instructions of AHD Emergency ASB MBB-BK117 C-2-85A-041 Revision 2.</p> |
| Ref. Publications:                         | <p>AHD Emergency ASB MBB-BK117 C-2-85A-041 Revision 1 dated 27 February 2014 and Revision 2, dated 04 March 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>   |

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| 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</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:<br/>Airbus Helicopters Deutschland GmbH, Industriestrasse 4,<br/>86607 Donauwörth, Federal Republic of Germany<br/>Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.</li></ol> |
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**Referenced Publications:**

**Airbus Helicopters Deutschland Emergency ASB MBB-BK117 C-2-85A-041, Revision 1**

**[Airbus Helicopters Deutschland Emergency ASB MBB-BK117 C-2-85A-041, Revision 2](#)**

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.