


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0019-E</p> <p>Date: 05 February 2015</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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 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>Design Approval Holder's Name: AIRBUS HELICOPTERS DEUTSCHLAND GmbH</p>	<p>Type/Model designation(s): MBB-BK117 helicopters</p>	
TCDS Number:	EASA.R.010	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2014-0057 dated 06 March 2014, including the Correction dated 07 March 2014.	
ATA 85	Optional Equipment – External Rescue Hoist System – Inspection / Modification	
Manufacturer(s):	Airbus Helicopters Deutschland GmbH (AHD) (formerly Eurocopter Deutschland GmbH), Airbus Helicopters Inc. (formerly American Eurocopter LLC).	
Applicability:	MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all serial numbers, if equipped with a Goodrich external mounted hoist.	
Reason:	<p>In an 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). 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 applicable to MBB BK117 C-2 helicopters to require replacement of the affected rescue hoist damper units, or deactivation of the rescue hoist. That AD was superseded by EASA AD 2014-0057 (later corrected), which, in order to reactivate the hoist damper unit, required modification of the bonding strap unit, installation of an improved retaining ring and post-modification repetitive inspections.</p> <p>Since that AD was issued, a new occurrence of hoist damper unit detachment</p>	

	<p>was reported, involving an already modified hoist. Moreover, the affected modified hoist was also approved for installation on the new model MBB BK117 D-2.</p> <p>Prompted by the new occurrence of the hoist damper unit detachment, AHD issued Emergency Alert Service Bulletin (ASB) MBB-BK117 C-2-85A-041 Revision 3 and ASB MBB-BK117 D-2-85A-002 original issue to provide hoist damper replacement and hoist deactivation instructions.</p> <p>For the reasons described above, this AD supersedes EASA AD 2014-0057 and requires replacement of the affected rescue hoist damper units, or deactivation of the affected rescue hoist.</p> <p>This AD is considered to be an interim action and further AD action may follow.</p>
Effective Date:	07 February 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters equipped with (optional) rescue hoist damper unit Part Number (P/N) 44307-480, P/N 44307-480-1 or P/N 44307-480-2, as applicable for helicopter model, before the next hoist operation after the effective date of this AD, accomplish one of the actions as specified in paragraph (1.1) or (1.2) of this AD, in accordance with the instructions of AHD ASB MBB-BK117 C-2-85A-041 Revision 3, or ASB MBB-BK117 D-2-85A-002 Revision 0:</p> <p>(1.1) Replace a Goodrich hoist damper unit with a serviceable part.</p> <p>(1.2) Deactivate the rescue hoist.</p> <p>(2) From the effective date of this AD do not install on a helicopter a rescue hoist damper unit P/N 44307-480, P/N 44307-480-1 or P/N 44307-480-2 or an external hoist incorporating a hoist damper unit P/N 44307-480, P/N 44307-480-1 or P/N 44307-480-2.</p>
Ref. Publications:	<p>AHD ASB MBB-BK117 C-2-85A-041 Revision 3, dated 03 February 2015.</p> <p>AHD ASB MBB-BK117 D-2-85A-002 original issue, dated 03 February 2015.</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"> 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 public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.

Referenced Publications:

Airbus Helicopters Deutschland ASB MBB-BK117 C-2-85A-041 Revision 3 [\[Rev. 4\]](#)

Airbus Helicopters Deutschland AHD ASB MBB-BK117 D-2-85A-002 [\[Rev. 1\]](#)

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