



## Airworthiness Directive

**AD No.:** 2024-0244

**Issued:** 13 December 2024

Note: This 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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

AS 332 and SA/AS 365 helicopters

**Effective Date:** 20 December 2024

**TCDS Number(s):** EASA.R.002 and EASA.R.105

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Hoist – Inspection

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#### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation

#### Applicability:

AS 332 L, AS 332 L1, SA 365 N, SA 365 N1, AS 365 N3, SA 365 C1, SA 365 C2 and SA 365 C3 helicopters, all manufacturer serial numbers.

#### Definitions:

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

**The ASB:** AH Emergency Alert Service Bulletin (ASB) AS332-25-97-0007, Emergency ASB AS365-25-97-0005 and Emergency ASB AS365-25-00-0002, as applicable.

**Affected part:** Rescue hoist cable assembly as identified in Table 1 of this AD, as applicable.



Table 1 – Rescue Hoist Cable Assembly

Helicopter Type / Model	Rescue Hoist Cable Assembly
AS 332 L, AS 332 L1	BL-10653-3
SA 365 N, SA 365 N1, AS 365 N3	BL-9149
SA 365 C1, SA 365 C2, SA 365 C3	BL-9149

**Affected rescue hoist:** Any rescue hoist, as identified in Table 2 of this AD, either manufactured or repaired/overhauled by Breeze-Eastern’s main facility in Whippany, New Jersey before 08 April 2024 and which has never replaced the rescue hoist cable since then.

Table 2 – Rescue Hoist

Helicopter Type / Model	Rescue Hoist
AS 332 L, AS 332 L1	P/N 704A41815089 (Manufacturer P/N BL29900-59)
SA 365 N, SA 365 N1, AS 365 N3	P/N 704A41815006 (Manufacturer P/N BL20200-1)
SA 365 C1, SA 365 C2, SA 365 C3	P/N 704A41815006 (Manufacturer P/N BL20200-1)

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

#### Reason:

The manufacturer of the affected rescue hoist, Breeze-Eastern, reported that, due to a defect in the testing tool used in its plant in Whippany, certain rescue hoist cable assemblies may be equipped with a defective ball end.

This condition, if not detected and corrected, could lead to failure of the rescue hoist cable assembly, possibly resulting in injuries to a human load, or to persons on ground.

To address this potential unsafe condition, AH published the ASB, providing inspection instructions.

For the reason described above, this AD requires accomplishment of a one-time inspection and, depending on findings, corrective actions. This AD also introduces conditions for installation of affected parts and affected rescue hoists.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### Inspection:

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



**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the ASB, before next hoist operation, replace the affected part in accordance with the instructions of the ASB (see also paragraph (3) of this AD).

**Part(s) Installation:**

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that it is new (never previously installed on a rescue hoist).
- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected rescue hoist on a helicopter, provided its rescue hoist cable assembly passed the inspection (no discrepancy found) as required by paragraph (1) of this AD.

**Ref. Publications:**

AH Emergency ASB AS332-25-97-0007 original issue dated 12 December 2024.

AH Emergency ASB AS365-25-97-0005 original issue dated 12 December 2024.

AH Emergency ASB AS365-25-00-0002 original issue dated 12 December 2024.

The use of later approved revisions of the 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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 10 January 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97 Web portal: <https://airbusworld.helicopters.airbus.com>,  
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