



Airworthiness Directive

AD No.: 2025-0055

Issued: 11 March 2025

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 DEUTSCHLAND GmbH

Type/Model designation(s):

EC135, EC635 and MBB-BK117 helicopters

Effective Date: 25 March 2025

TCDS Number(s): EASA.R.009 and EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Rescue Hoist Cable Drum – Inspection

Manufacturer(s):

Airbus Helicopters (AH) Deutschland GmbH, formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC; Eurocopter España S.A

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all serial numbers (s/n) up to 1999 inclusive.

MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all s/n.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) MBB-BK117-25-97-0003 or ASB EC135-25-97-0003, as applicable.

Affected part: Rescue Hoist Assembly having Part Number (P/N) 44301-10-2, P/N 44301-10-4, P/N 44301-10-5, P/N 44301-10-6, P/N 44301-10-7, P/N 44301-10-10, P/N 44301-10-11, P/N 44301-10-12 or P/N 44301-10-13.



Serviceable part: An affected part having accumulated less than one task interval after having passed an inspection (no cracks detected) in accordance with the instructions of the ASB.

The task interval: An interval not exceeding the values as specified in Table 1 of this AD, as applicable.

Table 1 – Task Interval

Affected parts	Task Interval
All, except subgroup A	1 month or 3 hoist operating hours or 100 hoist cycles, whichever occurs first
<p><u>Subgroup A:</u> Any rescue hoist having P/N 44301-10-4, 44301-10-5, 44301-10-7 or 44301-10-10, and having a s/n from X0067 to X0100 inclusive (see Note 1 of this AD);</p> <p>except s/n X0082, X0098 and X0099; and</p> <p>except those on which Goodrich Service Bulletin (SB) 44301-10-45 has been accomplished</p> <p>Note 1: the 'X' in the s/n stands for '0' or '4'</p>	1 month or 40 hoist cycles, whichever occurs first

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:

Cracks were reported on the cable drum of affected parts.

This condition, if not detected and corrected, could lead to hoist cable wrongly re-wound, possibly resulting in cable failure and injuries to human load, or to persons on ground.

To address this potential unsafe condition, AH issued the ASB, referencing instructions issued by Goodrich Corporation, the manufacturer of the hoist, to provide instructions for repetitive inspections of the affected parts, and to replace the cable drum of certain rescue hoists.

For the reason described above, this AD requires accomplishment of repetitive inspections and, depending on findings, corrective action(s), and prohibits operation of certain 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:

Repetitive Inspections:

- (1) For Group 1 helicopters: Within one task interval after the effective date of this AD, and, thereafter, at intervals not exceeding one task interval, inspect the cable drum of the affected part in accordance with the instructions of the ASB.



Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack longer than 3 mm is detected on an affected part, before next flight, contact Goodrich for approved repair instructions and accomplish those instructions accordingly.

Alternative Method of Compliance:

- (3) Replacing the affected part of a helicopter with a serviceable part is an acceptable alternative method to comply with the requirement of paragraph (2) of this AD for that helicopter. This can be accomplished in accordance with the instructions of the affected helicopter's Aircraft Maintenance Manual.
- (4) Removing the affected part of a helicopter is an acceptable alternative method to comply with the requirements of paragraphs (1) and/or (2) of this AD, as applicable, for that helicopter. This can be accomplished in accordance with the instructions of the affected helicopter's Aircraft Maintenance Manual.

Part(s) Installation:

- (5) 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 a serviceable part. After that installation, the helicopter becomes a Group 1, and the actions required by this AD must be accomplished on that helicopter accordingly.

Additional Limitations:

- (6) For Group 1 and Group 2 helicopters: Starting from 36 months after the effective date of this AD, do not operate on any helicopter any hoist identified as 'Subgroup A' in Table 1 of this AD (see Note 2 of this AD).

Note 2: Following in-shop replacement of the Cable Drum of an affected part in accordance with the instructions of Goodrich Corporation SB 44301-10-45, an affected part is no longer a Subgroup A.

Terminating Action(s):

- (7) None.

Ref. Publications:

AH ASB MBB-BK117-25-97-0003 dated 19 December 2024.

AH ASB EC135-25-97-0003 dated 19 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. This AD was posted on 31 January 2025 as PAD 25-024 for consultation until 28 February 2025. No comments were received during the consultation period.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: customersupport.helicopters@airbus.com

