



Organisme pour la sécurité  
De l'aviation civile

**F A X U R G E N T**

**Département Gestionnaire de la Sécurité**

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Emetteur (From): Fax: **33 01 46 42 65 39**  
N°: 11/20/SB/OSAC/DMGS

Page : Nb de pages: 1 + 3  
Date : 06 octobre 2020

**Destinataire(s) (To): Pour les personnes concernées** (*To whom it may concern*)

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**OBJET : Avis d'émission de l'AD urgente de l'EASA de référence EAD 2020-0217-E**  
(*EASA EAD 2020-0217-E Correction issuing notice*)

**AIRBUS HELICOPTERS**

**AS 350 and AS 355 helicopters**

**Equipment / Furnishings – Cyclic Stick Grip UP/DOWN Hoist Control Switch – Operational  
Limitation / Rotorcraft Flight Manual – Amendment**

**Le présent fax signale l'émission de la Directive de Navigabilité EASA citée en objet dont le  
texte est joint.**

*This fax reports the issuing of the subject EASA AD which is enclosed.*

**Cette AD est, réglementairement, directement applicable sur les aéronefs inscrits au  
registre français.**

*According to the rules, this AD is directly applicable to the French registered affected aircraft.*

## Emergency Airworthiness Directive

**AD No.:** 2020-0217-E

**Issued:** 06 October 2020

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

**Type/Model designation(s):**

AS 350 and AS 355 helicopters

**Effective Date:** 08 October 2020

**TCDS Number(s):** EASA.R.008 and EASA.R.146

**Foreign AD:** Not applicable

**Supersedure:** None

### **ATA 25 – Equipment / Furnishings – Cyclic Stick Grip UP/DOWN Hoist Control Switch – Operational Limitation / Rotorcraft Flight Manual – Amendment**

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**Manufacturer(s):**

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

**Applicability:**

AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2 and AS 350 D helicopters, all serial numbers (s/n); and AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all s/n.

**Definitions:**

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

**Affected part:** UP/DOWN switches for rescue hoist control, installed on DUNLOP cyclic stick grips, having Part Number AC66444.

**The applicable ASB:** AH AS350 Emergency Alert Service Bulletin (ASB) 01.00.72 and AS355 ASB 01.00.58, as applicable (single document).

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

**Reason:**

A occurrence was reported of unintended release of the rescue hoist hook on an AS 350 B2 helicopter during a ground check. The operator was using the affected part, when the hoist's electrically-actuated cable cutter function was activated.

This condition, if not corrected, could lead to further events of inadvertent activation of the rescue hoist cable cutter function and consequent detachment of an external load or person from the helicopter hoist, possibly resulting in personal injury, or injury to persons on the ground.

To address this potential unsafe condition, AH published the applicable ASB to introduce an operational limitation.

For the reason described above, this AD requires installation of a dedicated placard in the cockpit, prohibiting the in-flight use of the affected part, and to amend the applicable Rotorcraft Flight Manual (RFM) accordingly.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

**Placard Installation / RFM Amendment:**

- (1) For Group 1 helicopters: Before next hoist operation after effective date of this AD, install a placard on the instrument panel, in clear view of the pilot, in accordance with the instructions of paragraph 3.B of the applicable ASB, and amend the applicable RFM in accordance with the instructions of paragraph 1.E of the applicable ASB, inform all flight crews and, thereafter, operate the helicopter accordingly.

**Parts Installation:**

- (2) For Group 1 helicopters: From the effective date of this AD, it is allowed to re-install an affected part, provided that, before installation, a placard is installed in accordance with the instructions of paragraph 3.B of the applicable ASB, and the RFM is amended in accordance with the instructions of paragraph 1.E of the applicable ASB.
- (3) For Group 2 helicopters: From the effective date of this AD, it is allowed to modify a helicopter into a Group 1 helicopter, provided that, before next flight after that conversion, a placard is installed in accordance with the instructions of paragraph 3.B of the applicable ASB, and the RFM is amended in accordance with the instructions of paragraph 1.E of the applicable ASB.

**Ref. Publications:**

AH AS350 Emergency ASB 01.00.72 and AS355 ASB 01.00.58 (single document) original issue dated 01 October 2020.

The use of later approved revisions of the above-mentioned document 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 EAD.
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 EAD should be referred to the EASA Programming and Continued Airworthiness 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 – Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66,  
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management. E-mail: [technicalsupport.helicopters@airbus.com](mailto:technicalsupport.helicopters@airbus.com).