


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 15-046</b>	
	<b>Date: 17 April 2015</b>	
<p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
AIRBUS HELICOPTERS		AS 332, EC 225, SA 365, AS 365 and EC 155 helicopters
TCDS Number:	EASA.R.002 and EASA.R.105	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2014-0072 dated 20 March 2014.	
<b>ATA 25</b>	<b>Equipment / Furnishings – Emergency Locator Transmitter – Identification / Replacement</b>	
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)	
Applicability:	AS 332 L1, AS 332 L2, EC 225 LP, SA 365 N, AS 365 N3 and EC 155 B1 helicopters, all serial numbers, if equipped with HR Smith Emergency Locator Transmitter (ELT) Part Number (P/N) CPI 503-16 installed in accordance with an Airbus Helicopter design change as specified in Appendix 1 of this AD.	
Reason:	<p>Airbus Helicopters identified, that during modification of some helicopters in accordance with modification instructions, as identified in the Applicability paragraph of this AD, HR Smiths ELT's P/N CPI 503-16 with different configurations, non-compliant to those required by the affected modification instructions, may have been installed. The modified ELT's with the same P/N CPI 503-16 integrate several minor design changes, in particular, installation of a gasket on the rear surface of the ELT where its electrical interface connector is located. Similar gasket component attached to the helicopter structure already exists for the Airbus Helicopters approved for ELT P/N CPI 503-16 configuration. After installation of a non-compliant ELT, the two gasket layers are overlapping, which leads to insufficient engagement of the ELT unit (partial plugging of ELT unit in its connector) and may allow moisture to enter into the connector.</p> <p>This condition, if not detected and corrected, could lead to the ELT malfunction and failure to transmit distress signal during a helicopter emergency.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Service Bulletin (ASB) No. AS332-25.02.59 for AS 332 L1 and AS 332 L2 helicopters, SB No. EC225-25A123 for EC 225 LP helicopters, ASB No. AS365-25.01.24</p>	

	<p>for SA 365 N and AS 365 N3 helicopters, and ASB No. EC155-25A120 for EC 155 B1 helicopters to provide inspection and replacement instructions and EASA issued AD 2014-0072 to require inspection and, depending on findings, replacement. This AD also prohibited installation of some CPI P/N's on a helicopter.</p> <p>After that AD was issued, Airbus Helicopters issued ASB No. AS332-25.02.59 and No. EC225-25A123 and No. AS365-25.01.24 and ASB No. EC155-25A120, all Revision 01 to identify additional modified ELT P/N CPI 503-16 non-compliant with Airbus Helicopters modification instructions, as identified in the Applicability paragraph of this AD.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0072, which is superseded, requires identification and, depending on findings, replacement of the affected HR Smith ELT units P/N CPI 503-16 and allows installation of those ELT P/N CPI 503-16 only, which modification configuration corresponds to Airbus Helicopters approved design specifications.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect the HR Smith ELT P/N CPI 503-16 installed on the helicopter to identify the modification status of the part in accordance with Airbus Helicopters ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all Revision 01 as applicable to helicopter type and model.</li> </ol> <p>A review of a helicopter delivery or maintenance records, in lieu of the inspection as required by this paragraph, is acceptable to determine the modification status of the installed ELT, provided the "MOD" number of the ELT P/N CPI 503-16 can be conclusively determined from that review.</p> <ol style="list-style-type: none"> <li>(2) If, during the inspection, as required by paragraph (1) of this AD, an HR Smith ELT is determined to be installed having a P/N different than P/N CPI 503-16-25, or P/N CPI 503-16 MOD 3 (or lower MOD configuration), before next flight, replace the ELT with a serviceable part in accordance with Airbus Helicopters ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all Revision 01, as applicable to helicopter type and model.</li> <li>(3) From the effective date of this AD, installation of an HR Smith ELT is allowed, provided the ELT P/N is CPI 503-16-25, or P/N CPI 503-16 having configuration MOD 3 or lower.</li> <li>(4) Inspection, and depending on finding replacement, accomplished before the effective date of this AD in accordance with Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all original issue, is acceptable to comply with paragraphs (1) and (2) of this AD, provided it is determined that, since that inspection, no ELT with a P/N different than P/N CPI 503-16-25, or P/N CPI 503-16 MOD 3 (or lower MOD configuration) has been installed on that helicopter.</li> </ol>
Ref. Publications:	<p>Eurocopter ASB No. AS332-25.02.59 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. AS332-25.02.59 Revision 01 dated 18 March 2015.</p> <p>Eurocopter ASB No. EC225-25A123 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. EC225-25A123 Revision 01 dated 18 March 2015.</p> <p>Eurocopter ASB No. AS365-25.01.24 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. AS365-25.01.24 Revision 01 dated 18 March 2015.</p>

	<p>Eurocopter ASB No. EC155-25A120 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. EC155-25A120 Revision 01 dated 18 March 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"><li>1. This Proposed AD will be closed for consultation on 01 May 2015.</li><li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97, Facsimile +33 (4) 42 85 99 66 E-mail: <a href="mailto:contact.msm.ah@airbus.com">contact.msm.ah@airbus.com</a>.</li></ol>

## Appendix 1 – Affected Airbus Helicopters Design Changes

<b>Helicopter Model</b>	<b>Design Change</b>
AS 332 L1	332AMR3400.02/.03
	332AMR3400.08/.03
	332AMR3400.10/.03
	332AMR3400.12/.03
	332AMR3416.01/.11
AS 332 L2	332P650640.00/.03
	332P650640.03/.11/.12
	General MAS FC 6067
	332P650640.08/10
	332P650640.12
	332P650640.16
	332P083284
EC 225 LP	332P650640.01/.11/.12
	332P650640.01/.11/.08
	332P650640.01/.12/.14
	General MAS FC6106
	General MAS FC7153
	General MAS FC6178
	332P650640.12
	332P650640.18
	332P083284
SA 365 N	365R650600.00
AS 365 N3	365P650685.01/02
EC 155 B1	365P650685.00/02
	365P650685.00/.10