



EASA Safety Information Bulletin

SIB No.: 2012-01
Issued: 19 January 2012
Corrected: 20 January 2012

Subject: **Position Strobe Light Installation in the Baggage Compartment**

This SIB has been republished to correct the referenced AD number.

Ref. Publications: EASA Emergency [AD 2011-0244-E](#) dated 22 December 2011.

Applicability: Eurocopter (formerly Eurocopter France, Aerospatiale) AS 350 and AS 355 helicopters, all certified models, all serial numbers.

Description: A potential unsafe condition has been identified in an optional position strobe light installation (modification OP0811) accomplished by Eurocopter on AS 350 and AS 355 series helicopters.

The power supply unit and part of the electrical wiring of this installation are contained in the baggage compartment of the helicopter. This electrical installation, if damaged, could produce electrical sparks that could lead, in combination with flammable substances that might be carried in this baggage compartment, to an uncontrolled fire in the helicopter.

Eurocopter is already working on a modification to correct this airworthiness concern. Pending the availability of that modification, EASA has issued EASA Emergency AD 2011-0244-E to require certain interim actions.

In addition to the Eurocopter-installed modification OP0811, similar design changes (e.g. by Supplemental Type Certificate) may exist on AS 350 and AS 355 helicopters, having the power supply unit of the position strobe light system and its electrical wiring in the baggage compartment of the helicopter.

EASA issues this Safety Information Bulletin to inform all owners and operators of the affected helicopters about the possibility of this safety concern.

Recommendations: EASA reminds operators and owners to carefully observe all applicable regulations concerning the transportation of flammable substances in aircraft.

EASA recommends operators and owners to check for any similar position strobe lights installation having the power supply unit and its electrical wiring in the baggage compartment of the helicopter.

In case such a similar installation is found, EASA recommends that operators and owners verify if the system is sufficiently protected against damage by contact with the cargo in the baggage compartment and whether maintenance instructions are available that adequately address the possible degradation of that particular installation.

Should the result of the above verifications be negative, operators and owners are advised to contact the STC holder or design owner of the modification for instructions, and are requested to copy EASA in their communication.

Contacts:

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