


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>										
	<b>PAD No.: 11-064R1</b>  <b>Date: 26 September 2011</b>  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.										
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.											
<b>Approval Holder's Name :</b>		<b>Type/Model designation(s) :</b>									
SMS (trading as Cobham Avionics)		IND201 Radio Altimeter Indicators									
Approval Number : France JTSO Authorisation F.O.051											
Foreign AD : Not applicable											
Supersedure : None											
<b>ATA 34</b>	<b>Navigation – Radio Altimeter Indicator – Modification</b>										
Manufacturer(s):	SMS (trading as Cobham Avionics), formerly NEC AERO.										
Applicability:	Radio altimeter indicator IND201, Part Number (P/N) 102-21(x)(x), all serial numbers.  The affected radio altimeter indicators are known to be installed on, but not limited to, Eurocopter (formerly Eurocopter France, Aerospatiale) EC 120 B, AS 350 B2, AS 350 B3 and AS 355 NP series helicopters. It is also possible that the radio altimeter indicator is installed on fixed wing aircraft.										
Reason:	A Technical Occurrence Report has been transmitted to EASA by SMS regarding an erroneous indication of altitude in meters. The altitude displayed in feet is valid. However, the indicator systematically over-estimates the altitude in meters measured by the connected radio altimeter at a value 6.3% higher than the measured value. A wrong coefficient (0.324) for feet to meters conversion is used by IND201, where it should be 0.3048. The accuracy in meters exceeds the tolerances specified in Eurocae ED-30 §3.2.1.1 in meters.  Examples: <table border="1" data-bbox="534 1886 1294 2022"> <tr> <th>Actual Altitude</th><th>Altitude indicated on IND 201</th><th>Error</th></tr> <tr> <td>100 ft = 30.48 m</td><td>32.4 m</td><td>+2 m</td></tr> <tr> <td>2 000 ft = 609.6 m</td><td>648 m</td><td>+38,4 m</td></tr> </table>		Actual Altitude	Altitude indicated on IND 201	Error	100 ft = 30.48 m	32.4 m	+2 m	2 000 ft = 609.6 m	648 m	+38,4 m
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100 ft = 30.48 m	32.4 m	+2 m									
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This condition, if not detected and corrected, could adversely affect											

	<p>obstacle clearance capabilities, leading the flight crew to over-estimate the available height margins, which could – under reduced visibility conditions – possibly result in controlled flight into terrain.</p> <p>For the reasons described above, this AD requires verification of the display setting of the radio altimeter indicator IND201 and, if found to display in meters, modification of the installation to restrict usage of the radio altimeter indicator to feet display mode only.</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 6 months after the effective date of this AD, verify that the display setting of the radio altimeter indicator is in feet. The selection of the indication unit in meters or feet is performed via pin programming.</li> <li>(2) If the indicator displays the altitude in meters, within 12 months after the effective date of this AD, modify the installation to set up the indicator in feet (the interface cable), in accordance with the instructions of SMS Service Bulletin (SB) 102-2100-34-002 (to be issued) or, to continue displaying the altitude in meters, replace the indicator with another approved indicator, in accordance with approved instructions.</li> </ol> <p>Note: SMS (trading as Cobham Avionics) Service Information Letter (SIL) 102-2100-34-001, Revision 01 dated 13 July 2011 provides additional information concerning this subject.</p> <ol style="list-style-type: none"> <li>(3) After modification of an aircraft as required by paragraph (2) of this AD, do not install a radio altimeter indicator IND201, P/N 102-21(x)(x) on that aircraft, unless it has been modified in accordance with the instructions of SMS SB 102-2100-34-002 (to be issued).</li> <li>(4) For an aircraft that, on the effective date of this AD, does not have a radio altimeter indicator IND201, P/N 102-21(x)(x) installed, from the effective date of this AD, do not install a radio altimeter indicator IND201, P/N 102-21(x)(x), on that aircraft, unless it has been modified in accordance with the instructions of SMS (trading as Cobham Avionics) SB 102-2100-34-002 (to be issued).</li> </ol>
Ref. Publications:	<p>SMS (trading as Cobham Avionics) SIL 102-2100-34-001, Revision 01 dated 13 July 2011.</p> <p>SMS (trading as Cobham Avionics) SB 102-2100-34-002 (to be issued).</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 24 October 2011.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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:  SMS support, attn. Mrs. Hélène EDIAR, 174-178 quai de Jemmapes, 75010 Paris, France, Telephone: +33 (0)1 49 78 66 38, Fax: +33 (0)1 42 00 67 83 Email: <a href="mailto:helene.ediar@cobham.com">helene.ediar@cobham.com</a></li> </ol>