



## Airworthiness Directive

**AD No.:** 2019-0268

**Issued:** 29 October 2019

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, 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):**

EC 175 B helicopters

**Effective Date:** 12 November 2019

**TCDS Number(s):** EASA.R.150

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment and Furnishings – Emergency Locator Transmitter Sealing Gasket – Inspection / Installation

**Manufacturer(s):**

Airbus Helicopters (AH)

**Applicability:**

EC 175 B helicopters, all serial numbers, if delivered prior to the date of the original issue of the ASB, as defined in this AD, and equipped with a CPI 503 ADELTE emergency locator transmitter (ELT), having manufacturer part number (MP/N) 503-16-25 (AH Part Number (P/N) 704A45737080).

**Definitions:**

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

**The gasket:** ELT sealing gaskets, having P/N 0921.

**The ASB:** AH EC175 Alert Service Bulletin (ASB) EC175-25A035.



**Reason:**

A non-conformity was discovered on EC 175 B helicopters equipped with a CPI 503 ADELTELT MP/N 503-16-25 (AH P/N 704A45737080), lacking the installation of the gasket.

This condition, if not corrected, may lead to water ingress into the connector interfacing the beacon release unit (BRU) and the ELT transmitter, possibly resulting in failure of transmission in case of an emergency landing.

To address this potential unsafe condition, AH published the ASB, providing instructions to inspect for the presence of the gasket, its installation and a check of the connector in case it is missing.

For the reason described above, this AD requires a one-time inspection to verify, if the gasket is installed between the BRU and the CPI 503 transmitter and, if missing, installation. In that case, this AD also requires inspection of the ELT connector and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 100 flight hours or 2 months, whichever occurs first after the effective date of this AD, inspect the ELT to verify the presence of the gasket in accordance with the instructions of section 3.B of the ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, the gasket has not been found installed, before next flight, install the gasket and, concurrently, inspect the connector in accordance with the instructions of section 3.B of the ASB.

**Corrective Action(s):**

- (3) If, during the inspection of the ELT connector as required by paragraph (2) of this AD, deficiencies are detected, before next flight, replace the ADELTELT unit and the BRU unit in accordance with the instruction of section 3.B of the ASB.

**Ref. Publications:**

AH ASB EC175-25A035 original issue dated 10 June 2019.

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 AD.
2. This AD was posted on 23 September 2019 as PAD 19-176 for consultation until 21 October 2019. No comments were received during the consultation period.



3. Enquiries regarding this AD 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters, Web portal: <https://keycopter.airbushelicopters.com>.

