



Notification of a Proposal to issue an Airworthiness Directive

AD No.: 19-176

Issued: 23 September 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 175 B

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment and Furnishing – 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. This Proposed AD will be closed for consultation on 21 October 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters, Web portal: <https://keycopter.airbushelicopters.com>.

