


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0300</p> <p style="text-align: center;">Date: 05 October 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 332 L2 and EC 225 LP helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedes: DGAC AD F-2006-036, EASA approval No. 2006-0023</p>		
ATA 25	Equipment / Furnishings – CPI (Crash Position Indicator) ELT Water-activated Switch – Replacement	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER FRANCE)</p>	
<p>Applicability:</p>	<p>AS 332 L2 and EC 225 LP helicopters equipped with a CPI 503 (Crash Position Indicator) emergency locator transmitter including an immersion sensor (water-activated switch) PN 50323.</p> <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>	
<p>Reason:</p>	<p>This AD is issued following an additional report of untimely emergency locator transmitter deployment on an AS332 L2 helicopter.</p> <p>Analysis carried out by the manufacturer has revealed an anomaly on the immersion sensor (water-activated switch), which can give rise to untimely deployment of the emergency locator transmitter. Furthermore, some interface units for this equipment may have been installed with no battery.</p> <p>In addition to the loss of the emergency locator transmitter function, the dropping of the emergency locator transmitter could be a danger to persons on the ground.</p> <p>The purpose of this AD which replaces DGAC AD No. F-2005-036 is:</p> <ul style="list-style-type: none"> - to cover the conversion of the EUROCOPTER Alert Telexes (AT) into Alert Service Bulletins (ASBs) with the same reference number corresponding to the aircraft version, - to stipulate that you must replace immersion sensor (water-activated switch) PN 50323 which is declared unfit for flight, with a new immersion 	

	<p>sensor, PN 503232,</p> <p>- to return the automatic deployment function, in the event of forced ditching, to an operative condition by restoring the immersion detection function (initially electrically inhibited in accordance with the original EUROCOPTER Alert Telex).</p>
Effective Date:	15 October 2006
Compliance:	<ol style="list-style-type: none"> 1. Reminder of the measures those are mandatory as from February 1, 2006, the effective date of DGAC AD No. F-2006-036: <ul style="list-style-type: none"> – No later than within 50 flying hours or within 1 month (the first limit reached is applicable), check that the battery is installed in the interface unit, and electrically inhibit the immersion detection function. – Pending the availability of a technical solution in order to restore the inhibited function, you must incorporate a copy of DGAC AD No. F-2006-036 in the Flight Manual to inform flight crews that the immersion detection function is ineffective in the event of forced ditching, but that the emergency locator transmitter can still be released manually via its control unit, and automatically in the event of a crash. 2. The following measures are mandatory no later than within three months following the effective date of this AD: <ol style="list-style-type: none"> 2.1. Immersion sensors (water-activated switches) PN 50323, installed on aircraft or held as spares, are declared unfit for flight. 2.2. Replace immersion sensor (water-activated switch) PN 50323 with an immersion sensor (water-activated switch) PN 503232 and return the immersion detection function to an operative condition, in compliance with the instructions specified in paragraph 2 of the referenced ASB corresponding to the aircraft version. 2.3. Remove the copy of the DGAC AD No. F-2006-036 from the Flight Manual. This copy of the AD is no longer necessary once the immersion detection function is restored, as automatic deployment is once again ensured in the event of forced ditching.
Ref. Publications:	EUROCOPTER AS 332 ASB No. 25.01.71 or EC 225 ASB No. 25A012, as applicable, or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-208 for consultation on 08 August 2006 with a comment period until 24 August 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com