


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-079</b></p> <p><b>Date: 10 July 2012</b></p> <p>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.</p>
<p>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.</p>	
<p><b>Design Approval Holder's Name:</b> EUROCOPTER</p>	<p><b>Type/Model designation(s):</b> EC 225 LP helicopters</p>
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 25</b>	<b>Equipment / Furnishings – Crash Position Indicator – Modification</b>
Manufacturer(s):	Eurocopter (formerly Eurocopter France)
Applicability:	<p>EC 225 LP helicopters, all serial numbers, if equipped with an HR Smith crash position indicator (CPI) 503, Part Number (P/N) <u>503-16(CLASS1)</u> (corresponding Eurocopter P/N: 704A46811034).</p> <p><b>Note:</b> Helicopters equipped with an HR Smith crash position indicator CPI 503, P/N 503-16 or P/N 503-16-25, are not affected by this AD.</p>
Reason:	<p>Recently, during a leakage test at a Eurocopter factory on a helicopter equipped with a crash position indicator P/N 503-16(CLASS1) (corresponding Eurocopter P/N 704A46811034), water ingress was discovered, likely due to insufficient leak-tightness at the mating face of the emergency locator transmitter beacon.</p> <p>This condition, if not corrected, could cause malfunctioning of the beacon or failure of the CPI to transmit a distress signal in the event of ditching, likely resulting in delayed search and rescue operations.</p> <p>For the reason described above, this EASA AD requires modification of the affected CPI from P/N 503-16(CLASS1) into P/N 503-16-25, by replacing the original single foam gasket with a two-part gasket.</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 110 flight hours or 3 months, whichever occurs first after the effective date of this AD, modify the CPI in accordance with the instructions of paragraph 3 of Eurocopter Alert Service Bulletin (ASB) No. EC225-25A114.</li> <li>(2) After modification of a helicopter as required by paragraph (1) of this AD, do not install a CPI 503 P/N 503-16(CLASS1) or P/N 704A46811034 on that helicopter.</li> </ol>
Ref. Publications:	<p>EUROCOPTER ASB No. EC225-25A114 dated 06 July 2012.</p> <p>The use of later approved revisions of this document 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 07 August 2012.</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: EUROCOPTER (STDI) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97; Facsimile +33 (4) 42 85 99 66 E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li> </ol>