


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-165</p> <p>Date: 12 November 2013</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>Design Approval Holder's Name: HR Smith (Technical Developments)</p>	<p>Type/Model designation(s): Crash Position Indicator System 15-503-134 and 15-503-134-1 series</p>
ETSO :	CAA.O.0005
Foreign AD:	Not applicable
Supersedure:	None
ATA 25	Equipment / Furnishings – Crash Position Indicator – Modification Aircraft Flight Manual – Amendment
Manufacturer(s):	HR Smith (Technical Developments)
Applicability:	<p>HR Smith (Technical Developments) Crash Position Indicator (CPI) System 15-503-134 and 15-503-134-1 series equipped with Control Panel part number (P/N) 503-22-() and Beacon release unit P/N 503-21 and System Interface Unit P/N 503-24-() or 503-42-(), except System Interface Unit P/N 503-24-A, or 503-24-()-A, or 503-24-G, or 503-24-()-G, or 503-42-A or 503-42-()-A or 503-42-G or 503-42-()-G.</p> <p>This CPI System is known to be installed on, but not limited to the following aircraft:</p> <ul style="list-style-type: none"> - Eurocopter Models EC 155 B1, AS 365 N, AS 365 N2, AS 365 N3, AS 332 L1, AS 332 L2 and EC 225 LP, - Eurocopter Deutschland EC 135 series, BK117-C2, - Agusta Westland A109 series, AB139 and AW139, - Sikorsky S-61N, S-76 series and S-92A, and - MD Helicopters Inc. MD900.
Reason:	<p>During investigations of helicopter accidents, it was discovered that once the deployable CPI is manually selected to TRANSMIT, the CPI will not automatically deploy either by means of the g-switch or the water activated switch, unless a system reset has been performed by pressing the TEST/RESET button on the cockpit control panel.</p> <p>This condition, if not corrected, could delay in locating and rescuing the</p>

	<p>survivors.</p> <p>To address this unsafe condition, HR Smith (Technical Developments) issued a Service Bulletin HRS-SB-030913-1 to provide instructions to disable the CPI System manual transmit feature.</p> <p>For the reasons described above, this AD requires temporary amendment of the aircraft flight manual (AFM), installation of a placard and modification of the CPI control panel. This AD also requires replacement of the System Interface Unit with improved part as a terminating measure for temporary AFM amendment and CPI control panel modification.</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"> (1) Within 30 days after the effective date of this AD, install a placard "DO NOT USE TRANSMIT" next to CPI control panel and amend the AFM of the affected aircraft, by inserting a copy of this AD into the Emergency Procedures Section of the AFM, to incorporate updated procedure for manual activation of the CPI System in emergency as follows, and operate the aircraft accordingly: <ol style="list-style-type: none"> (1.1) Do not use the Beacon Transmit Switch for manual activation of the CPI, and (1.2) Use only the Deploy Beacon Switch to activate the CPI in emergency. (2) Within 6 months after the effective date of this AD: <ol style="list-style-type: none"> (2.1) modify the CPI control panel P/N 503-22-() of the deployable CPI in accordance with HR Smith (Technical Developments) SB HRS-SB-030913-1 to remove the manual activation function and leaving only the manual "deploy and activate" function, and (2.2) remove the placard installed as required by (1) of this AD. (3) Within 18 months after the effective date of this AD, replace the System Interface Unit P/N 503-24-() or 503-42-() with an improved part P/N 503-24-A, or 503-24-()-A, or 503-24-G, or 503-24-()-G, or 503-42-A or 503-42-()-A or 503-42-G or 503-42-()-G (that incorporates automatic CPI deployment after manual activation) in accordance with an approved aircraft maintenance instruction. (4) From the effective date of this AD, do not install a HR Smith (Technical Developments) CPI System series 15-503-134 or 15-503-134-1 equipped with control panel P/N 503-22-(), Beacon Release Unit P/N 503-21 and System Interface Unit P/N 503-24-() or P/N 503-42-(), excluding System Interface Unit P/N 503-24-A, or 503-24-()-A, or 503-24-G, or 503-24-()-G, or 503-42-A or 503-42-()-A or 503-42-G or 503-42-()-G, on an aircraft, unless in compliance with the requirements of this AD. (5) Concurrently with the modification of the aircraft, as required by paragraph (3) of this AD, remove AFM amendment as required by paragraph (1) of this AD, and the CPI control panel modification as required by paragraph (2.1) of this AD.
Ref. Publications:	<p>HR Smith (Technical Developments) SB HRS-SB-030913-1 dated 08 November 2013.</p> <p>The use of later approved revisions of this documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 10 December 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information

	<p>Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: Techtest Limited Street Court Kingsland Leominster Herefordshire HR6 9QA The United Kingdom Tel.: +44 01568 708744 Email: quality@hrsmith.biz. Web: http://www.hr-smith.com/.</p>
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