


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 14-024</b>  <b>Date: 27 January 2014</b>  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.	
	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.	
<b>Design Approval Holder's Name:</b> AIRBUS HELICOPTERS		<b>Type/Model designation(s):</b> AS 332, EC 225, SA 365, AS 365 and EC 155 helicopters
TCDS Number: EASA.R.002 and EASA.R.105		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 25</b>	<b>Equipment / Furnishing – Emergency Locator Transmitter – Identification / Replacement</b>	
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)	
Applicability:	AS 332 L1, AS 332 L2, EC 225 LP, SA 365 N, AS 365 N3 and EC 155 B1 helicopters, all serial numbers, if equipped with HR Smith's Emergency Locator Transmitter (ELT) Part Number (P/N) CPI 503-16.	
Reason:	<p>Airbus Helicopters determined that HR Smith, the manufacturer of the ELT P/N CPI 503-16, modified the ELT without Airbus Helicopters involvement. The modified ELT is not approved for installation on affected helicopters. These new parts, marked as P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5, integrate several minor design changes, particularly installation of a gasket on the rear surface of the ELT where its electrical interface connector is located. Similar gasket component attached to the helicopter structure already exists for the Airbus Helicopters approved ELT P/N CPI 503-16 configuration. After installation of ELT unit P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 the two gasket layers are overlapping. This configuration leads to insufficient engagement of the ELT unit (partial plugging of ELT unit in its connector) and may allow moisture to enter into the connector.</p> <p>This condition, if not detected and corrected, could lead to the ELT malfunction and failure to transmit distress signal during a helicopter emergency.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Eurocopter Alert Service Bulletin (ASB) No. AS332-25.02.59 for AS 332 L1 and AS 332 L2 helicopters, ASB No. EC225-25A123 for EC 225 LP helicopters, ASB No. AS365-25.01.24 for SA 365 N and AS 365 N3 helicopters, and ASB No. EC155-25A120 for EC 155 B1 helicopters to provide inspection and</p>	

	<p>replacement instructions.</p> <p>For the reasons described above, this AD requires identification and replacement of the affected HR Smith's ELT units P/N CPI 503-16.</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 (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect the HR's Smith ELT P/N CPI 503-16 installed on the helicopter to identify the modification status of the part in accordance with Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, as applicable to helicopter type and model.</li> <p>A review of a helicopter delivery or maintenance records, in lieu of the inspection as required by this paragraph, is acceptable to determine the modification status of the installed ELT, provided the "MOD" number of the ELT P/N CPI 503-16 can be conclusively determined from that review.</p> <li>(2) If, during the inspection, as required by paragraph (1) of this AD, an ELT with a P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 is determined to be installed, before next flight, replace the ELT with a serviceable part in accordance with Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, as applicable to helicopter type and model.</li> <li>(3) From the effective date of this AD do not install an ELT with P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 on a helicopter.</li> </ol>
Ref. Publications:	<p>Eurocopter ASB No. AS332-25.02.59 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. EC225-25A123 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. AS365-25.01.24 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. EC155-25A120 original issue, dated 20 December 2013.</p> <p>The use of later approved revisions of these documents 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 24 February 2014.</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: Airbus Helicopters – 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>