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| EASA | EMERGENCY AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2008-0096-E</p> <p>Date: 27 May 2008</p> <p>Note: This Emergency Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Type Approval Holder's Name : Eurocopter (formerly Eurocopter France)</p> | | <p>Type/Model designation(s) : AS 332 L1 and L2, AS 365 N3, EC 155 B1 and EC 225 LP helicopters</p> |
| <p>TCDS Number : EASA R.002; France No.159</p> | | |
| <p>Foreign AD : Not applicable</p> | | |
| <p>Supersedure : None</p> | | |
| ATA 25 | Equipment & Furnishings – Crash Position Indicator (CPI) Components – Identification / Inspection / Replacement | |
| <p>Manufacturer(s): Eurocopter, formerly Eurocopter France, Société Nationale Industrielle Aerospatiale (SNIAS).</p> | | |
| <p>Applicability: AS 332 L1, AS332 L2, EC 225 LP, AS 365 N3 and EC 155 B1 helicopters, all serial numbers, if equipped with CPI 503 beacon components, as listed in paragraph 1.A of Eurocopter Alert Service Bulletin (ASB) AS332 No. 25.01.97, EC225 No. 25A028, AS365 No. 25.00.91 and EC155 No. 25A087 according to the helicopter model, and fitted with either removable or fixed parts of hoist and sling installations.</p> | | |
| <p>Reason: EUROCOPTER has received several reports where the CPI 503 Crash Position Indicator (CPI) beacon deployed on the ground, without having been activated by the crew. Such CPI beacon deployments are due to insufficient electrical bonding between the components of the CPI beacon and the structure of the helicopter that makes the system sensitive to electro-magnetic interference.</p> <p>Uncontrolled CPI beacon deployment creates a risk of injury for persons on the ground and in particular during hoisting or sling operation where electrostatic discharges may occur when the cable makes contact with the ground.</p> <p>For the reasons described above, this EASA Emergency AD requires, only for those helicopters configured for hoisting or sling operations:</p> <ul style="list-style-type: none"> - identification of the affected CPI 503 beacon components; - inspection of the affected components by measurement of their electrical bonding feature, and - replacement of any components that fail the bonding requirements. | | |
| <p>Effective Date: 28 May 2008</p> | | |

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| <p>Required action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <p>(1) For Helicopters fitted with a hoist or a sling (i.e. removable parts of hoist or sling installations), within 15 flight hours after the effective date of this AD, identify the affected CPI Beacon components, as listed by serial number in paragraph 1.A of Eurocopter ASB AS332 No. 25.01.97, EC225 No. 25A028, AS365 No. 25.00.91 or EC155 No. 25A087, as applicable to helicopter model (the referenced Eurocopter ASB), whose serial numbers are not followed by a letter "C", and measure the bonding of affected CPI Beacon components in accordance with the instructions of paragraph 2.B.2 of the referenced Eurocopter ASB.</p> <p>Note: H.R. Smith Service Bulletin (SB) HRS170407-2 dated 20 March 2007 is attached as Appendix 1 to the referenced Eurocopter ASB and contains the detailed instructions to accomplish the bonding measurements.</p> <p>(a) If the result of the bonding measurement as required by paragraph (1) of this AD meets the criteria specified in paragraph 3 of H.R. Smith SB HRS170407-2, mark the letter "C" after the serial number of the checked CPI Beacon components and no further action is required by this AD;</p> <p>(b) If the bonding measurement result does not meet the requirements specified in paragraph 3 of H.R. Smith SB HRS170407-2, accomplish the following actions:</p> <ul style="list-style-type: none"> - Before next flight, disengage the hoist circuit-breakers in accordance with paragraph 2.B.4.a of the referenced Eurocopter ASB or disengage the sling circuit-breakers in accordance with paragraph 2.B.4.b of the referenced Eurocopter ASB and install a placard in full view of the flight crew in accordance with paragraph 2.B.4.c of the referenced Eurocopter ASB. - Until replacement of the affected components with serviceable parts, operation of the hoist and the sling is PROHIBITED. - Within 3 months after the effective date of this AD, replace the affected CPI beacon components with serviceable parts. <p>(2) For Helicopters fitted only with fixed parts of hoist or sling installations as structural provisions, prior to installation of the hoist or the sling (i.e. removable part as applicable) or within 1 month, whichever occurs first after the effective date of this AD, identify the affected CPI Beacon components, as listed by serial number in paragraph 1.A of the referenced Eurocopter ASB whose serial numbers are not followed by a letter "C", and measure the bonding of affected CPI Beacon components in accordance with the instructions of paragraph 2.B.2 of the referenced Eurocopter ASB.</p> <p>(a) If the result of the bonding measurement as required by paragraph (2) of this AD meets the criteria specified in paragraph 3 of H.R. Smith SB HRS170407-2, mark the letter "C" after the serial number of the checked CPI Beacon components and no further action is required by this AD.</p> <p>(b) If the bonding measurement result does not meet the requirements specified in paragraph 3 of H.R. Smith SB HRS170407-2, prior to installation of the hoist or the sling (i.e. removable part as applicable) or within 3 months, whichever occurs first after the effective date of this AD, replace the affected CPI beacon components with serviceable parts.</p> <p>(3) After the effective date of this AD, no person shall install any spare CPI Beacon component, as listed by serial number in paragraph 1.A of the referenced Eurocopter ASB and which does not have its serial number marked with the letter "C", on any helicopter as replacement part, unless the electrical bonding of that component is checked to meet the criteria specified in paragraph 3 of H.R. Smith SB HRS170407-2 and the letter "C" is marked after the serial number of that component.</p> |
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| Ref. Publications: | <p>Eurocopter AS332 Alert Service Bulletins No. 25.01.97, EC225 ASB No. 25A028, AS365 ASB No. 25.00.91 and EC155 ASB No.25A087, all dated 26 May 2008.</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">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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 (STD1) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com |