


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0095R1</b></p> <p><b>Date: 12 May 2014</b></p> <p>Note: This 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 EU 748/2012, Part 21.A.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><b>Design Approval Holder's Name:</b> HR Smith (Technical Developments)</p>		<p><b>Type/Model designation(s):</b> Crash Position Indicator System 15-503-134 and 15-503-134-1 series</p>
<p>ETSO Authorisation: CAA.O.0005</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2014-0095 dated 23 April 2014, which superseded EASA AD 2014-0019 dated 17 January 2014.</p>		
<b>ATA 25</b>	<b>Equipment / Furnishings – Crash Position Indicator – Modification Aircraft Flight Manual – Amendment</b>	
<p>Manufacturer(s): HR Smith (Technical Developments)</p>		
<p>Applicability:</p> <p>HR Smith (Technical Developments) Crash Position Indicator (CPI) System 15-503-134 and 15-503-134-1 series, when 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-() (including 503-24) or P/N 503-42-() (including 503-42), except System Interface Units having P/N 503-24-A, P/N 503-24-()-A, P/N 503-24-G, P/N 503-24-()-G, P/N 503-42-A, P/N 503-42-()-A, P/N 503-42-G or P/N 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"> <li>- Airbus Helicopters (formerly Eurocopter) Models EC 155B, EC 155 B1, SA 365 N, AS 365 N3, AS 332 L1, AS 332 L2 and EC 225 LP,</li> <li>- Airbus Helicopters Deutschland (formerly Eurocopter Deutschland) EC 135 series and MBB-BK117-C2,</li> <li>- Agusta Westland A109 series, AB139 and AW139,</li> <li>- Sikorsky S-61N, S-76 series and S-92A, and</li> <li>- MD Helicopters Inc. MD900.</li> </ul>		
<p>Reason: 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 cause delay in locating the aircraft following an accident and rescuing the survivors.</p> <p>To address this potential unsafe condition, EASA issued AD 2014-0019 to require a temporary amendment of the Aircraft Flight Manual (AFM) and installation of a placard. That AD also required replacement of the System Interface Unit with an improved part as a terminating measure, allowing removal of the temporary AFM amendment and placard.</p> <p>Since that AD was issued, it was determined that the scope of aircraft affected by the possible unsafe condition is wider than originally determined and that the requirement to install a placard is not only applicable to aircraft equipped with an Automatic Fixed (AF) Emergency Transmitter Locator (ELT), but also to those with an Automatic Portable (AP) ELT, in combination with the affected CPI. Furthermore, prompted by comments received after EASA AD 2014-0019 was issued, clarification of the Applicability of the AD appeared to be necessary. For the reasons described above, this AD retains the requirements of EASA AD 2014-0019, which is superseded, but extends the scope of aircraft affected by those requirements. This AD also introduces an alternative method to comply with the AFM update.</p> <p>This AD is revised to clarify that the placarding and installation provisions addressed by this AD are required only for aircraft equipped with an AP ELT that can be activated from the cockpit.</p>						
Effective Date:	<p>Revision 1: 12 May 2014</p> <p>Original issue: 07 May 2014</p>						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable to aircraft configuration, accomplish the actions, as specified in paragraphs (1.1) and (1.2) of this AD, concurrently.</p> <p>(1.1) Install a placard "DO NOT USE TRANSMIT OVER WATER" next to the CPI control panel.</p> <p>(1.2) Amend the AFM of the aircraft, by inserting a copy of this AD into the Emergency Procedures Section of the AFM, to incorporate an updated procedure for manual activation of the CPI System in emergency as follows, and operate the aircraft accordingly:</p> <p>When flying over water:</p> <ul style="list-style-type: none"> <li>- Do not use the Beacon Transmit Switch for manual activation of the CPI, and</li> <li>- Use only the Deploy Beacon Switch to activate the CPI in emergency.</li> </ul> <p>Table 1 – Compliance Time for Placard Installation and AFM Amendment</p> <table border="1" data-bbox="544 1608 1417 1906"> <thead> <tr> <th>Aircraft configuration</th> <th>Compliance time</th> </tr> </thead> <tbody> <tr> <td>For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT</td> <td>Within 30 days after 31 January 2014 [the effective date of EASA AD 2014-0019]</td> </tr> <tr> <td>For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit</td> <td>Within 30 days after 07 May 2014 [the effective date of this AD at original issue]</td> </tr> </tbody> </table> <p>Note 1: Locate the placard with caution to ensure that the placard instruction is interpreted as applicable for CPI control panel operation only. AF ELT and/or AP ELT operation(s) is/are NOT affected by this AD.</p>	Aircraft configuration	Compliance time	For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT	Within 30 days after 31 January 2014 [the effective date of EASA AD 2014-0019]	For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit	Within 30 days after 07 May 2014 [the effective date of this AD at original issue]
Aircraft configuration	Compliance time						
For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT	Within 30 days after 31 January 2014 [the effective date of EASA AD 2014-0019]						
For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit	Within 30 days after 07 May 2014 [the effective date of this AD at original issue]						

	<p>Note 2: Aircraft equipped with a CPI only, with no AF ELT and/or no AP ELT that can be activated from the cockpit, are not affected by requirements of paragraph (1) of this AD.</p> <p>(2) Incorporation of Appendix A of this AD into the Emergency Procedures Section of the AFM of the aircraft is an acceptable method to comply with the requirement of paragraph (1.2) of this AD.</p> <p>Note 3: "Incorporation" means either insertion of a copy of Appendix A of this AD or copying its content in a page adapted to the applicable AFM format.</p> <p>(3) Within 24 months after 31 January 2014 [the effective date of EASA AD 2014-0019], replace the System Interface Unit P/N 503-24-() (including 503-24) or P/N 503-42-() (including 503-42) with an improved part P/N 503-24-A, or P/N 503-24-()-A, or P/N 503-24-G, or P/N 503-24-()-G, or P/N 503-42-A or P/N 503-42-()-A or P/N 503-42-G or P/N 503-42-()-G (that incorporates automatic CPI deployment after manual activation) in accordance with an approved aircraft maintenance instruction.</p> <p>(4) From the dates as indicated in Table 2 of this AD, as applicable, 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-() (including 503-24) or P/N 503-42-(), (including 503-42) excluding System Interface Unit P/N 503-24-A, or P/N 503-24-()-A, or P/N 503-24-G, or P/N 503-24-()-G, or P/N 503-42-A or P/N 503-42-()-A or P/N 503-42-G or P/N 503-42-()-G, on an aircraft, unless in compliance with the requirements of this AD.</p> <p style="text-align: center;">Table 2</p> <table border="1" data-bbox="544 1014 1434 1263"> <tr> <td data-bbox="544 1014 962 1106">For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT</td> <td data-bbox="962 1014 1434 1106">From 31 January 2014 [the effective date of EASA AD 2014-0019]</td> </tr> <tr> <td data-bbox="544 1106 962 1263">For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit</td> <td data-bbox="962 1106 1434 1263">From 07 May 2014 [the effective date of this AD at original issue]</td> </tr> </table> <p>(5) For all aircraft equipped with a CPI and either with an AF ELT or with an AP ELT that can be activated from the cockpit, concurrently with the modification of the aircraft as required by paragraph (3) of this AD, remove the AFM amendment and placard as required by paragraph (1) of this AD.</p>	For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT	From 31 January 2014 [the effective date of EASA AD 2014-0019]	For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit	From 07 May 2014 [the effective date of this AD at original issue]
For aircraft equipped with a CPI <u>and</u> additionally with an AF ELT	From 31 January 2014 [the effective date of EASA AD 2014-0019]				
For aircraft equipped with a CPI <u>and</u> additionally with an AP ELT that can be activated from the cockpit	From 07 May 2014 [the effective date of this AD at original issue]				
Ref. Publications:	None.				
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD 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>4. For any question concerning the technical content of the requirements in this AD, please contact:  Techtest Limited, Street Court, Kingsland, Leominster,  Herefordshire HR6 9QA, United Kingdom,  Telephone +44 01568 708744,  Email: <a href="mailto:quality@hrsmith.biz">quality@hrsmith.biz</a>; Web: <a href="http://www.hr-smith.com/">http://www.hr-smith.com/</a>.</li> </ol>				

## Appendix A

### AFM Emergency Procedures amendment

#### When flying over water:

- Do not use the Beacon Transmit Switch for manual activation of the CPI, and
- Use only the Deploy Beacon Switch to activate the CPI in emergency.

#### NOTE

**THIS AFM PAGE MUST NOT BE REMOVED FROM THE FLIGHT MANUAL UNTIL MODIFICATION OF THE AIRCRAFT, AS REQUIRED BY PARAGRAPH (3) OF EASA AD 2014-0095, IS ACCOMPLISHED.**