


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0151</p> <p>Date: 13 August 2012</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 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>Design Approval Holder's Name: EUROCOPTER</p>		<p>Type/Model designation(s): EC 225 LP helicopters</p>
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 25	Equipment / Furnishings – Crash Position Indicator – Modification	
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>Note: 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:	27 August 2012	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (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. (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.
<p>Ref. Publications:</p>	<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>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 10 July 2012 as PAD 12-079 for consultation until 07 August 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, 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: Directive.technical-support@eurocopter.com.