
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/S-PUMA/64 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Eurocopter AS 332 (Super Puma) Series Helicopters**AD/S-PUMA/64 CPI 503 Emergency Locator Transmitter 2/2007**
Amdt 1

Applicability: AS 332 L2 helicopters equipped with an optional type CPI 503 (Crash Position Indicator) emergency locator transmitter, fitted with an immersion sensor (water activated switch) part number (P/N) 50323.

Requirement:

1. Check that the battery is installed in the interface unit and electrically inhibit the immersion detection function in compliance with the instructions specified in paragraph 2 of Eurocopter AS332 Alert Telex 25.01.71.
2. Insert a copy of this Directive in the Aircraft Flight Manual (AFM) in order to inform crews that the immersion detection function is ineffective in the event of forced ditching. The emergency locator transmitter beacon can still be released manually via the control unit and automatically in the event of a crash.

Note 1: Although the immersion detection function is electrically inhibited, the emergency locator transmitter beacon can be set to transmit manually via its control unit.

3. Remove from service any immersion sensors (water-activated switches) P/N 50323, installed on aircraft or held as spares.
4. Replace immersion sensor (water-activated switch) P/N 50323 with an immersion sensor (water-activated switch) P/N 503232 and return the immersion detection function to an operative condition, in compliance with the instructions specified in paragraph 2 of the Eurocopter AS332 Alert Service Bulletin 25.01.71 dated 8 June 2006 or later EASA approved revision.
5. Remove the copy of the AD/S-PUMA/64 from the Aircraft Flight Manual (AFM). The copy of the Directive is no longer necessary once the immersion detection function is restored, as automatic deployment is once again ensured in the event of forced ditching.

Note 2: EASA AD 2006-0300 dated 5 October 2006 refers.

Compliance: For Requirement 1 - Remains unchanged as 'Within 50 flying hours after the effective date of the original issue of this Directive but no later than 6 March 2006.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/64 Amdt 1 (continued)

For Requirement 2 - Concurrent with the Requirement 1 deactivation of the immersion detection function.

For Requirements 3, 4 and 5 - Within three months after the effective date of this Amendment.

This Amendment becomes effective on 15 February 2007.

Background: The original issue of this Directive was issued following advice from the Direction Générale de l'Aviation Civile (DGAC) of France that some cases of untimely deployment of the emergency locator transmitter beacon on AS 332 L2 helicopters had been reported. At that time further rulemaking by the DGAC to correct the unsafe condition was expected.

The analysis carried out by the manufacturer has revealed an anomaly on the immersion sensor, which can give rise to untimely deployment of the emergency locator transmitter beacon. Furthermore, some interface units may have been installed without a battery. In addition to the loss of the emergency locator transmitter function, the dropping of the emergency locator transmitter beacon could be a danger to persons on the ground.

The original issue of this Directive required the immersion sensor to be inhibited and a copy of the Directive to be inserted into the AFM. This Amendment requires the replacement of the immersion sensor, the return to service of the sensor circuit and removal of the copy of the Directive from the AFM.

The original issue of this Directive became effective on 6 February 2006.



James Coyne
Delegate of the Civil Aviation Safety Authority

13 December 2006