




適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD Number	CAA-2015-05-001	發布日期 Date issued	2015/5/8												
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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 Emergency Locator Transmitter (ELT) Part Number (P/N) CPI 503-16 installed in accordance with an Airbus Helicopters design change as specified in Appendix 1 of this AD.														
主旨摘要	Equipment / Furnishings – Emergency Locator Transmitter – Identification / Replacement														
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主關機構 Original Authorities <table border="0"> <tr> <td><input type="checkbox"/> FAA</td> <td><input type="checkbox"/> Germany LBA</td> </tr> <tr> <td><input checked="" type="checkbox"/> EASA</td> <td><input type="checkbox"/> CAA-NL</td> </tr> <tr> <td><input type="checkbox"/> Brazil</td> <td><input type="checkbox"/> UK CAA</td> </tr> <tr> <td><input type="checkbox"/> Transport Canada Civil Aviation</td> <td><input type="checkbox"/> Japan CAB</td> </tr> <tr> <td><input type="checkbox"/> DGAC</td> <td><input type="checkbox"/> CAA of Israel</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Other _____</td> </tr> </table>			<input type="checkbox"/> FAA	<input type="checkbox"/> Germany LBA	<input checked="" type="checkbox"/> EASA	<input type="checkbox"/> CAA-NL	<input type="checkbox"/> Brazil	<input type="checkbox"/> UK CAA	<input type="checkbox"/> Transport Canada Civil Aviation	<input type="checkbox"/> Japan CAB	<input type="checkbox"/> DGAC	<input type="checkbox"/> CAA of Israel		<input type="checkbox"/> Other _____
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<input type="checkbox"/> DGAC	<input type="checkbox"/> CAA of Israel														
	<input type="checkbox"/> Other _____														
	設計國AD編號 Original AD number	2015-0075													
	1. 直接採用原AD之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) ____ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將AD執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)														
備註 Note	ATA 25. This AD supersedes EASA AD 2014-0072(CAA-2014-03-017) dated 20 March 2014. Ref. Publications: Eurocopter ASB No. AS365-25.01.24 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. AS365-25.01.24 Revision 01, dated 18 March 2015.														
註： 1. AD內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw															

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0075
	Date: 05 May 2015 <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 EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name: AIRBUS HELICOPTERS	Type/Model designation(s): AS 332, EC 225, SA 365, AS 365 and EC 155 helicopters
TCDS Numbers: EASA.R.002 and EASA.R.105	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2014-0072 dated 20 March 2014.	
ATA 25	Equipment / Furnishings – Emergency Locator Transmitter – Identification / Replacement
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 Emergency Locator Transmitter (ELT) Part Number (P/N) CPI 503-16 installed in accordance with an Airbus Helicopters design change as specified in Appendix 1 of this AD.
Reason:	<p>Airbus Helicopters identified, that during modification of some helicopters in accordance with modification instructions, as identified in the Applicability paragraph of this AD, HR Smith ELT's P/N CPI 503-16 with different configurations, non-compliant to those required by the affected modification instructions, may have been installed. The modified ELT's with the same P/N CPI 503-16 integrate several minor design changes, in particular, installation of a gasket on the rear surface of the ELT where its electrical interface connector is located. A similar gasket component attached to the helicopter structure already exists for Airbus Helicopters approved for ELT P/N CPI 503-16 configuration. After installation of a non-compliant ELT, the two gasket layers are overlapping, which 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 ELT malfunction and failure to transmit distress signal during a helicopter emergency.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued 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.</p>

	<p>EC155-25A120 for EC 155 B1 helicopters to provide inspection and replacement instructions and EASA issued AD 2014-0072 to require inspection and, depending on findings, replacement. This AD also prohibited installation of some CPI P/N's on a helicopter.</p> <p>After that AD was issued, Airbus Helicopters issued ASB No. AS332-25.02.59 and ASB No. EC225-25A123 and ASB No. AS365-25.01.24 and ASB No. EC155-25A120, all Revision 01, to identify additional modified ELT P/N CPI 503-16 which are non-compliant with Airbus Helicopters modification instructions, as identified in the Applicability paragraph of this AD.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0072, which is superseded, requires identification and, depending on findings, replacement of the affected HR Smith ELT units P/N CPI 503-16 and allows installation of those ELT, which modification configuration corresponds to Airbus Helicopters approved design specifications only.</p>
Effective Date:	19 May 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect the HR Smith ELT P/N CPI 503-16 installed on the helicopter to identify the modification status of the part in accordance with the instructions of Airbus Helicopters ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all Revision 01, as applicable to helicopter type and model. <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> <ol style="list-style-type: none"> (2) If, during the inspection as required by paragraph (1) of this AD, an HR Smith ELT is determined to be installed having a P/N different than P/N CPI 503-16-25, or P/N CPI 503-16 MOD 3 (or lower MOD configuration), before next flight, replace the ELT with a serviceable part in accordance with the instructions of Airbus Helicopters ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all Revision 01, as applicable to helicopter type and model. (3) From the effective date of this AD, installation of an HR Smith ELT is allowed, provided the ELT P/N is CPI 503-16-25, or P/N CPI 503-16 having configuration MOD 3 or lower. (4) Inspection and, depending on findings, replacement accomplished before the effective date of this AD in accordance with the instructions of Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, all original issue, is acceptable to comply with paragraphs (1) and (2) of this AD, provided it is determined that, since that inspection, no ELT with a P/N different than P/N CPI 503-16-25, or P/N CPI 503-16 MOD 3 (or lower MOD configuration) has been installed on that helicopter.
Ref. Publications:	<p>Eurocopter ASB No. AS332-25.02.59 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. AS332-25.02.59 Revision 01, dated 18 March 2015.</p> <p>Eurocopter ASB No. EC225-25A123 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. EC225-25A123 Revision 01, dated 18 March 2015.</p> <p>Eurocopter ASB No. AS365-25.01.24 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. AS365-25.01.24 Revision 01, dated 18 March 2015.</p>

	<p>Eurocopter ASB No. EC155-25A120 original issue, dated 20 December 2013, or Airbus Helicopters ASB No. EC155-25A120 Revision 01, dated 18 March 2015.</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. This AD was posted on 17 April 2015 as PAD 15-046 for consultation until 01 May 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97, Facsimile +33 (4) 42 85 99 66 E-mail: contact.msm.ah@airbus.com.

Appendix 1 – Affected Airbus Helicopters Design Changes

Helicopter Model	Design Change
AS 332 L1	332AMR3400.02/.03
	332AMR3400.08/.03
	332AMR3400.10/.03
	332AMR3400.12/.03
	332AMR3416.01/.11
AS 332 L2	332P650640.00/.03
	332P650640.03/.11/.12
	General MAS FC 6067
	332P650640.08/10
	332P650640.12
	332P650640.16
	332P083284
EC 225 LP	332P650640.01/.11/.12
	332P650640.01/.11/.08
	332P650640.01/.12/.14
	General MAS FC6106
	General MAS FC7153
	General MAS FC6178
	332P650640.12
	332P650640.18
	332P083284
SA 365 N	365R650600.00
AS 365 N3	365P650685.01/02
EC 155 B1	365P650685.00/02
	365P650685.00/.10