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/DAUPHIN/85 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 SA 360 and SA 365 (Dauphin) Series Helicopters

AD/DAUPHIN/85  CPT 609 Crash Position
Amdt 1  Transmitter Beacon Antenna  10/2007  DM

Applicability: AS 365 N3 helicopters, all serial numbers, if equipped with CPT 609 crash position transmitter beacons fitted with antenna Part Number (P/N) 070-0609-021.

Requirement: 1. Check the attachment of the antenna of the CPT 609 crash position transmitter beacon in accordance with the instructions in paragraph 2.B.2 of Eurocopter AS 365 Alert Service Bulletins (ASB) 05.00.53 Revision 1 dated 10 July 2007 or later EASA approved revision.

Note 1: The Requirement 1 check may be accomplished by a suitably trained pilot.

2. If the antenna is found to be damaged or fails during the Requirement 1 check, remove the antenna, in compliance with the instructions specified in paragraph 2.B.2. of ASB 05.00.53 Revision 1 or later EASA approved revision.

3. Replace the P/N 070-0609-021 antenna with a P/N 070-0609-022 antenna in accordance with the instructions specified in paragraph 1.E.1.a of ASB 05.00.53 Revision 1 or later EASA approved revision.

After the installation of a P/N 070-0609-022 antenna, the Requirement 1 post-flight inspections are no longer required.

4. Antenna P/N 070-0609-021 may not be installed as a replacement part on any helicopters affected by this Directive. Any remaining P/N 070-0609-021 antennas held as spares must be discarded or returned to Eurocopter for disposal.

Note 2: EASA AD 2007-0224 refers.

Compliance: For Requirement 1 - After each flight until Requirement 3 is accomplished.

For Requirement 2 - Before the next flight following the Requirement 1 check.

For Requirement 3 - No later than 30 September 2007.

For Requirement 4 - After 30 September 2007.

This Amendment becomes effective on 30 August 2007.
Eurocopter SA 360 and SA 365 (Dauphin) Series Helicopters

AD/DAUPHIN/85 Amdt 1 (continued)

Background: Eurocopter has received reports of failure of the mounting base of the CPT 609 crash position transmitter beacon antenna. The failures have been determined to be caused by vibration. Failure of the antenna will significantly reduce the radiated power of the crash position transmitter and loss of the antenna during flight may jeopardize the safety of persons on the ground.

The original issue of this Directive required the antenna to be inspected for integrity after each flight and, if necessary, the replacement of any defective antenna.

The European Aviation Safety Agency (EASA) has advised that following studies of the vibration phenomena, the antenna manufacturer has developed a new antenna, fitted with a mounting base which is not subject to failure due to vibrations. Eurocopter have revised their ASB 05.00.53 accordingly to instruct the replacement of existing antennas with the new P/N 070-0609-022 antenna as terminating action for the post-flight inspections.

This Amendment retains the repetitive inspection requirements and requires the replacement of all P/N 070-0609-021 antennas with P/N 070-0609-022 antennas, after which the post-flight inspections can be discontinued. In addition, this Amendment prohibits the (re)installation of P/N 070-0609-021 on any of the affected helicopters after 30 September 2007.

The original issue of this Directive became effective on 26 May 2006.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

17 August 2007