

**ALL KANNAD ELTS****Kannad recommendations following Cobham SB 02/2011 and EASA AD 2011-0103****1. REASON**

Potential for electrostatic charge build up on the outside surface of the Chelton (Cobham) P/N 21-41 antenna with an ELT, this electrostatic charge can be conducted via the radiating element to the transceiver. In such a case, the ELT could not function as intended and a failure "3+2" (Low power) can appear.

This can occur with antennas with serial numbers below 13000 and not modified according to Cobham SB 02/2011.

This antenna is typically installed on Eurocopter aircraft but it is not excluded to find it in some other aircraft.

**2. APPLICABLE DOCUMENTS**

COBHAM Service Bulletin [SB 02/2011](#) Issue 1 Date 18<sup>th</sup> April 2011.

EASA Airworthiness Directive [AD No.: 2011-0103](#) Date 27 May 2011

**3. APPLICABILITY**

This Service Letter is applicable to all KANNAD ELTs connected to a Chelton (Cobham) P/N 21-41 antenna with serial numbers below 13000 and not modified with SB 02/2011.

Chelton 21-41 antenna installed on a Eurocopter aircraft



Tip of the antenna



Before modification

After modification

**4. ACCOMPLISHMENT INSTRUCTION**

Follow EASA AD 2011-0103.

This AD requires to apply the Cobham SB 02/2011 or to replace the antenna.

Until this modification or replacement of antenna, EASA requires a self-test to be performed every first flight of the day. A failed self-test would result in a series of 3 short flashes followed by 1 to 4 flashes. Refer to the relevant Kannad ELT user manual for more details about self-test procedure.

**5. BATTERY LIFETIME LIMITATION**

Increasing the frequency of self-tests will significantly reduce the lifetime of the battery, compared to the performance documented in the ELT manual. According to EASA requirement, up to one self-test per day may be required.

In normal conditions Kannad recommends a monthly self-test, but actually the battery autonomy has been calculated with a weekly self-test.

As a consequence, one month of daily self test is equivalent to 30 weeks of weekly self tests. The battery expiry date will therefore be reduced of 30 weeks every month. It is the responsibility of the operator to take appropriate actions to record the new reduced expiry date on the ELT label after the antenna has been modified or replaced.

Operators equipped with a PR600 programming equipment can read the counters of the ELT in order to determine the number of self-test already performed. The battery shall be replaced after 300 self-tests.

For information about battery replacement and programming equipment, refer to Kannad Service Letter S18XX50X-25-02 [Maintenance Policy for all Kannad ELTs](#) available on [www.kannad.com](http://www.kannad.com) → Aviation → Support & Service.

**6. INDUSTRY SUPPORT INFORMATION**

Since the publication of EASA Airworthiness Directive AD No.: 2011-0103 Date 27 May 2011, Kannad does not accept warranty claims for battery replacement and repair of failure "3+2 flashes" due to installation with the antenna concerned by the AD.

**7. CONTACT**

For any further information, please feel free to contact our customer service at:

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