Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2026-0004

Issue date: 01 September 2026

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Design Approval Holder's Name:

TECHTEST - HR SMITH GROUP

Type/Model Designation(s):

500-32-2Y-G & 500-32-2Y-H Series Personal Locator Beacon

Effective Date:	15 September 2026
UKTSO Number:	UK.TSOA.00048 Revision 1 for 500-32-2Y-G series & 500-32-2Y-H series
Foreign AD (if applicable):	Not Applicable
Supersedure:	None

REVISED

ATA:25 - Equipment / Furnishings (Survival Equipment) – Personal Locator Beacon / Emergency Location Transmitter (PLB/ELT) – Inspection

Manufacturer(s):

Techtest – Part of HR Smith Group.

Applicability:

Battery pack A027

All serial numbers of the following PLB/ELT Part Numbers (P/N):

- 500-32-2Y-G; 500-32-2Y-GA; 500-32-2Y-GF; 500-32-2Y-GFA;
- 500-32-2Y-H; 500-32-2Y-HA; 500-32-2Y-HF and 500-32-2Y-HFA.

The affected PLB/ELTs are known to be fitted on, but not limited to, multiple Survival Equipment (SE) configurations e.g. Life Rafts, Life Vests/Preservers, Personal Survival Packs, Portable Floatation Equipment, Crash Trays and any soft pack or textile contained used on multiple Aircraft types.

Definitions:

ASB: Techtest Alert Service Bulletin ASB-140726-32 dated 27 July 2026, Revision 002.

BIT: Built In Test

Reason:

During recent scheduled maintenance activities on PLB/ELT units, it has been discovered that the PLB/ELT was not operating correctly. In some of these cases, the cause of the non-operation has been identified as a depleted battery.

One probable cause identified involved the incorrect installation of the PLB/ELT to the Survival Equipment using the Auto Activation Lanyard rather than the Wrist Strap which could lead to the possible depletion of the battery over time.

To cover the possibility that there may also be a battery life issue, unrelated to the tethering issues, all PLB/ELTs that use the Battery Pack P/N A02787 have been included in this AD.

This condition has been considered as unsafe as the PLB/ELT may not operate during an emergency.

To address this potential unsafe condition Techtest have issued an ASB providing instructions for the Inspection and Built in Test (BIT) of the affected PLB/ELTs to ensure serviceability of the unit.

For the reason described above, this AD requires that all affected PLB/ELTs are Inspected and a BIT performed in accordance with the ASB.

Required Action(s) and Compliance Time(s):

1) Within 6 months or 440 Flight Hours, whichever occurs first, after the effective date of this AD, Inspect and carry out a BIT on all affected PLB/ELTs, as detailed in the ASB Para 3.1 (500-32-2Y-G series) or 3.2 (500-32-2Y-H series).

2) The Inspection and BIT are to be repeated after each scheduled Survival Equipment servicing and prior to installation as per the ASB Para 3.1 (500-32-2Y-G series) or 3.2 (500-32-2Y-H series).

Credit:

Where it can be demonstrated that there is no provision or mechanism to attach a tether between the PLB/ELT and the Survival Equipment it has been installed in, and the PLB/ELT had successfully completed a BIT prior to installation, then compliance with this AD can be claimed.

Reference Publications:

Techtest Alert Service Bulletin ASB-140726-32 dated 27 July 2026, Revision 002.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

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Remarks:

1. This AD was posted on 22 July 2026 as PAD 2016 for consultation until 19 August 2026. No comments were received during the consultation period.

2. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system Occurrence reporting | Civil Aviation Authority. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

3. Enquiries regarding this Airworthiness Directive should be referred to Continued.Airworthiness@caa.co.uk

4. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this AD.

5. For any questions concerning the technical content of the requirements in this AD, please contact: Product Support, Techtest Limited, Street Court, Kingsland, Leominster, Herefordshire, HR6 9QA, U.K.
Email: **productsupport@hr-smith.com**

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