



WORLDWIDE FLEET MANAGEMENT

Eagle Copters USA, Inc.
190 S Danebo Ave
Eugene, OR 97402

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

FOR

P139 AND P139-HD DIGITAL AUDIO SYSTEMS

MDL GA182

FOR

MODEL EUROCOPTER AS350/AS355 HELICOPTERS

Report No.: ICA182-2

STC No.: SR00521SE

APPROVED BY: G. Andrews

Rev. C DATE: 11/7/17

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SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

DETAILS OF REVISIONS

REV.	DATE	PAGE	DESCRIPTION	APPROVED
N/C	01/20/09	All	Initial Release	C. Bonar
A	10/15/12	20 22 91 - 103	Added G13115 & G13116 Added Section 3.1.2 Updated wiring diagrams	C. Bonar
B	5/12/14	All	Updated to add G13160 3-Board Router and wiring; Added Audio Mixer G13120	C. Bonar
C	11/7/17	1, 10-12 12, 20 12 25, 27 28, 29, 31 91 - 116 118 ALL	Added ref to P139 Analog Audio System Added G13115NS & G13116NS Added note on 'NS' panels Note [c] pointed at wrong p/n Added screws securing router to Hat Section Updated wiring diagrams Updated Audio System Functional Check Updated Geneva Aviation to Eagle Copters	G. Andrews



SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

RECORD OF SERVICE BULLETINS (S/B'S)

S/B NO.	DATE	DESCRIPTION
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There are no Service Bulletins applicable to this STC.



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

LIST OF EFFECTIVE PAGES

Title	Page	Revision No.
Cover	1	C
Details of Revisions	2	C
Record of Service Bulletins (S/B'S)	3	N/C
List of Effective Pages	4	C
Table of Contents	5	C
List of Figures	6 - 8	C
List of Applicable Documents	9	N/C
Section 1.0 Introduction	10 - 20	C
Section 2.0 Airworthiness Limitations	21	N/C
Section 3.0 Inspection Requirements and Overhaul Schedule	22	A
Section 4.0 Analog Audio Router Removal, Inspection and Re-Installation	23 - 27	C
Section 5.0 Digital Audio Router Removal, Inspection and Re-Installation	28 - 35	C
Section 6.0 G13120 Audio Mixer Removal, Inspection and Re-Installation	36 - 41	C
Section 7.0 Cable Maintenance	43 - 116	C
Section 8.0 Audio System Testing	117 - 119	C
Section 9.0 Weight and Balance	120	B
Section 10.0 Typical Analog Audio System Wiring Configurations	121 - 125	B



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

TABLE OF CONTENTS

Identification and Title	Page
SECTION 1.0 INTRODUCTION	10
1.1 SCOPE	10
1.2 PURPOSE.....	10
1.3 REVISION CONTROL PROCEDURE.....	10
1.4 SERVICE DIFFICULTY REPORTING.....	10
1.5 APPLICABILITY	10
1.6 ABBREVIATIONS AND UNITS OF MEASURE.....	10
1.7 PRECAUTIONS	11
1.8 DISTRIBUTION	11
1.9 DESCRIPTION	11
SECTION 2.0 AIRWORTHINESS LIMITATIONS	21
SECTION 3.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE	22
3.1 INSPECTION REQUIREMENTS.....	22
3.2 OVERHAUL SCHEDULE.....	22
SECTION 4.0 ANALOG AUDIO ROUTER REMOVAL, INSPECTION AND RE-INSTALLATION.....	23
4.1 ANALOG ROUTER REMOVAL.....	23
4.2 ANALOG ROUTER INSPECTION	23
4.3 ANALOG ROUTER REINSTALLATION	27
SECTION 5.0 DIGITAL AUDIO ROUTER REMOVAL, INSPECTION AND RE-INSTALLATION.....	28
5.1 DIGITAL ROUTER REMOVAL.....	28
5.2 DIGITAL ROUTER AND SUPPORT BRACKET INSPECTION	30
5.3 DIGITAL ROUTER RE-INSTALLATION	31
SECTION 6.0 G13120 AUDIO MIXER REMOVAL, INSPECTION AND RE-INSTALLATION	36
6.1 G13120 AUDIO MIXER REMOVAL	37
6.2 G13120 AUDIO MIXER INSPECTION	37
6.3 G13120 AUDIO MIXER INSTALLATION	37
6.4 G13120 AUDIO MIXER CABLE MAINTENANCE.....	38
6.5 G13120 AUDIO MIXER OPERATION.....	38
6.6 G13120 AUDIO MIXER SETUP AND ADJUSTMENT.....	41
SECTION 7.0 CABLE MAINTENANCE.....	43
7.1 GENERAL NOTES.....	43
7.2 CABLE MAINTENANCE.....	44
7.3 CABLE CONSTRUCTION.....	48
SECTION 8.0 AUDIO SYSTEM TESTING.....	117
8.1 AUDIO SYSTEM LOAD ANALYSIS	117
8.2 AUDIO SYSTEM FUNCTIONAL CHECK.....	118
8.3 FINAL INSPECTION	119
SECTION 9.0 WEIGHT AND BALANCE	120
SECTION 10.0 TYPICAL ANALOG AUDIO SYSTEM WIRING CONFIGURATIONS.....	121



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

LIST OF FIGURES

Figure Number and Title	Page
FIGURE 1: COMPLETE ANALOG AUDIO SYSTEM OVERVIEW	13
FIGURE 2: G11426 6 SLOT ANALOG AUDIO ROUTER	14
FIGURE 3: G12320 8 SLOT ANALOG ROUTER.....	14
FIGURE 4: DIGITAL AUDIO SYSTEM OVERVIEW	15
FIGURE 5: G13000 DIGITAL ROUTER	16
FIGURE 6: G13160 3-BOARD ROUTER.....	16
FIGURE 7: G11431 CONTROL PANEL.....	17
FIGURE 8: G11460 CONTROL PANEL.....	17
FIGURE 9: G11462 CONTROL PANEL.....	18
FIGURE 10: G11470 AUXILIARY CONTROL PANEL	18
FIGURE 11: G11480 CONTROL PANEL.....	19
FIGURE 12: G11490 CONTROL PANEL.....	19
FIGURE 13: G13115/G13115NS CONTROL PANEL	20
FIGURE 14: G13116/G13116NS CONTROL PANEL	20
FIGURE 15: TYPICAL 6 SLOT ROUTER CONFIGURATION	24
FIGURE 16: TYPICAL 8 SLOT ROUTER CONFIGURATION	26
FIGURE 17: AS350/AS355 DIGITAL ROUTER INSTALLATION.....	29
FIGURE 18: G13000 DIGITAL ROUTER CONNECTOR LAYOUT	32
FIGURE 19: G13160 DIGITAL ROUTER CONNECTOR LAYOUT	34
FIGURE 20: G13120 AUDIO MIXER	36
FIGURE 21: G13120 AUDIO MIXER WIRING.....	39
FIGURE 22: G13120 AUDIO MIXER WIRING.....	40
FIGURE 23: AUDIO SYSTEM PILOT/COPILOT.....	45
FIGURE 24: AUDIO SYSTEM PASSENGER.....	46
FIGURE 25: AUDIO SYSTEM ROUTER/COM1 DIRECT HOOKUP	47
FIGURE 26: CONNECTOR AND WIRE PARTS LIST PART 1	48
FIGURE 27: CONNECTOR AND WIRE PARTS LIST PART 2	49
FIGURE 28: CABLE ASSEMBLY DETAIL WIRE TERMINATION	50
FIGURE 29: CABLE ASSEMBLY DETAIL WIRE TERMINATION 2	51
FIGURE 30: CABLE ASSEMBLY DETAIL WIRE PREPARATION	52
FIGURE 31: CABLE ASSEMBLY DETAIL WIRE PREPARATION 2	53
FIGURE 32: CABLE ASSEMBLY DETAIL CRIMPING TOOL	54
FIGURE 33: CABLE ASSEMBLY DETAIL CONTACTS AND SHIELD	55
FIGURE 34: CABLE ASSEMBLY DETAIL INLINE SPLICE	56
FIGURE 35: CABLE ASSEMBLY DETAIL AMPHENOL R/A SMA CONNECTOR	57
FIGURE 36: CABLE ASSEMBLY DETAIL BNC, COAXIAL	58
FIGURE 37: CABLE ASSEMBLY DETAIL BNC, TRIAXIAL.....	59
FIGURE 38: CABLE ASSEMBLY DETAIL SPICE AND SHIELD STAGGERING.....	60
FIGURE 39: CABLE ASSEMBLY DETAIL SPICE AND SHIELD STAGGERING.....	61
FIGURE 40: CABLE ASSEMBLY DETAIL AMP 22395-1 50 OHM	61
FIGURE 41: G12002 PASSENGER AUDIO AND KEYING CABLE	62
FIGURE 42: G12005 COM 1 DIRECT TO AUDIO CONTROL INTERCONNECT CABLE	62
FIGURE 43: G12006 AUDIO CONTROL J2 TO AUDIO EXPANDER J3 CABLE.....	63
FIGURE 44: G12007 AUDIO EXPANDER TO BACKPLANE INTERCONNECT CABLE.....	63
FIGURE 45: G12008 RADIO TO BACKPLANE INTERCONNECT CABLE	64
FIGURE 46: G12009 BULKHEAD XLRs TO/FROM AUDIO BACKPLANE CABLE	64
FIGURE 47: G12010 RECEIVE AUDIO TO BACKPLANE CABLE	65
FIGURE 48: G12011 SCANNER AUDIO CABLE	65
FIGURE 49: G12012 INLINE XLR3F TO AUDIO BACKPLANE CABLE	65
FIGURE 50: G12013 AUDIO TO BACKPLANE CABLE	66
FIGURE 51: G12014 AUDIO BACKPLANE J17 CABLE.....	66
FIGURE 52: G12015 AUDIO CABLE	66
FIGURE 53: G12016 FROM BACKPLANE TO BULKHEAD XLR3M CABLE	67
FIGURE 54: G12017 AUDIO CABLE	67
FIGURE 55: G12018 AUDIO ROUTER POWER CABLE	67
FIGURE 56: G12019 STANDARD GNET CABLE	68
FIGURE 57: G12020 GNET NON-STANDARD D9F TO D9F AND D9M CABLE	68



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

FIGURE 58: G12021 GNET NON-STANDARD D9F TO D9F POWER ONLY CABLE	69
FIGURE 59: G12022 NON-STANDARD DATA ONLY GNET CABLE	70
FIGURE 60: G12032 NON-STANDARD, TWO DEVICE GNET CABLE	70
FIGURE 61: G12033 POWER CABLE	71
FIGURE 62: G12036 PILOT ISOLATE CABLE	71
FIGURE 63: G12038 NON-STANDARD MALE END GNET CABLE	71
FIGURE 64: G12041 SCANNER POWER CABLE	72
FIGURE 65: G12046 ANTENNA COAX CABLE	72
FIGURE 66: G12047 NON-STANDARD TRIPLE D9F DATA ONLY GNET CABLE	72
FIGURE 67: G12048 SHIELDED CABLE	73
FIGURE 68: G12050 TX OR ICS KEYING AUDIO FOOTSWITCH	73
FIGURE 69: G12063 NON-STANDARD D9F TO D9F AND D9M DATA ONLY GNET CABLE	73
FIGURE 70: G12064 NON-STANDARD D9F TO D9F EXTERNAL POWER GNET CABLE	74
FIGURE 71: G12088 CABLE	74
FIGURE 72: G12092 12V EXTERNAL JUMPER POWER CABLE	75
FIGURE 73: G12096 FM RADIO PIGTAIL ANTENNA CABLE	75
FIGURE 74: G12099 TRIAX ANTENNA CABLE	75
FIGURE 75: G12263 PILOT/COPILOT AUDIO CABLE	76
FIGURE 76: G12264 PASSENGER AUDIO CABLE	76
FIGURE 77: G12265 AUDIO ROUTER POWER CABLE	77
FIGURE 78: G12296 PA AUDIO CABLE	77
FIGURE 79: G12297 RECEIVE ONLY AUDIO CABLE	78
FIGURE 80: G12299 AUXILIARY IN AUDIO CABLE	78
FIGURE 81: G12306 COAX ANTENNA CABLE	78
FIGURE 82: G12360 TERMINAL GNET CABLE	79
FIGURE 83: G12361 HEADSET EXPANDER TO AUDIO CABLE	79
FIGURE 84: G12467 D9M TO XLR3F AUDIO CABLE	80
FIGURE 85: G12468 DUAL AUXILIARY AUDIO INPUT AUDIO CABLE	80
FIGURE 86: G12475 REAR PASSENGERS AUDIO WIRING	81
FIGURE 87: G12538-1 GNET CONFIG PORT EXTENSION CABLE	82
FIGURE 88: G12538 GNET CONFIG PORT ASSEMBLY	83
FIGURE 89: G12590 MW EXPANDER OUT TO BRIGHT EYE 30 ANALOG IN AUDIO CABLE	84
FIGURE 90: G12597 EXPANDER J2 TO VU METER AUDIO CABLE	84
FIGURE 91: G12598 BE54 TONE OUT TO AUDIO BACKPLANE AUDIO CABLE	85
FIGURE 92: G12628 VTR TO VTR AUDIO CONTROL J2 AUDIO CABLE	85
FIGURE 93: G12737 NON-STANDARD ALL D9F ENDS, DATA ONLY PIGTAIL GNET CABLE	86
FIGURE 94: G12805 MW AUDIO EXPANDER TO BE30 AND MWTX AUDIO CABLE	86
FIGURE 95: G12871 AUDIO SYSTEM DUAL FOOT SWITCH CABLE	87
FIGURE 96: G12910 BULKHEAD XLR3F TO INLINE XLR3M AUDIO CABLE	87
FIGURE 97: G12912 MWTX AUDIO MONITOR OUT AUDIO CABLE	88
FIGURE 98: G12914 BACKPLANE J17 AUDIO CABLE	88
FIGURE 99: G12915 REPEATER AUDIO CONTROL BOARD JUMPER PLUG	89
FIGURE 100: G12999 DUAL XLR3F TO LINK L1050 ENCODER CABLE	89
FIGURE 101: G13010 LINK L2000 RECEIVER AUDIO XLR5F TO DUAL XLR3M CABLE	90
FIGURE 102: G13011 AUDIO EXPANDER TO DUAL XLR3M CABLE	90
FIGURE 103: G13004 SHT 1 NOTES	91
FIGURE 104: G13004 SHT 2 MAP FOR P1, P2	92
FIGURE 105: G13004 SHT 3 MAP FOR P3, P4, P5	93
FIGURE 106: G13004 SHT 4 J1 CONNECTIONS	94
FIGURE 107: G13004 SHT 5 J2 CONNECTIONS	95
FIGURE 108: G13004 SHT 6 J3 CONNECTIONS	96
FIGURE 109: G13004 SHT 7 J4 CONNECTIONS	97
FIGURE 110: G13004 SHT 8 SINGLE BOARD ROUTER P2, P4, P5	98
FIGURE 111: G13004 SHT 9 SINGLE BOARD ROUTER J2 CONNECTIONS	99
FIGURE 112: G13004 SHT 10 SINGLE BOARD ROUTER J4 CONNECTIONS	100
FIGURE 113: G13004 SHT 11 J5 CONNECTIONS	101
FIGURE 114: G13004 SHT 12 GNET INTERCONNECTS	102
FIGURE 115: G13004 SHT 13 G13115 CONTROL HEAD WIRING	103
FIGURE 116: G13162 SHT 1 NOTES	104
FIGURE 117: G13162 SHT 2 MAP FOR P1, P2	105



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

FIGURE 118: G13162 SHT 3 MAP FOR P3, P4.....	106
FIGURE 119: G13162 SHT 4 MAP FOR P5, P6, P7.....	107
FIGURE 120: G13162 SHT 5 J1 CONNECTIONS	108
FIGURE 121: G13162 SHT 6 J3 CONNECTIONS	109
FIGURE 122: G13162 SHT 7 J5 CONNECTIONS	110
FIGURE 123: G13162 SHT 8 J2 CONNECTIONS	111
FIGURE 124: G13162 SHT 9 J4 CONNECTIONS	112
FIGURE 125: G13162 SHT 10 J6 CONNECTIONS	113
FIGURE 126: G13162 SHT 11 J7 CONNECTIONS	114
FIGURE 127: G13162 SHT 12 GNET INTERCONNECTS	115
FIGURE 128: G13162 SHT 13 G13115 CONTROL HEAD WIRING	116
FIGURE 129: AUXILIARY SWITCH PANEL WIRING	121
FIGURE 130: COPILOT'S CONTROL PANEL WIRING	121
FIGURE 131: PASSENGER AUDIO WIRING.....	122
FIGURE 132: RADIOS, COM1-COM16.....	122
FIGURE 133: AUXILIARY CONTROL MODULE (OPTIONAL)	123
FIGURE 134: AIRCRAFT POWER SUPPLY AND LIGHTING DIMMER CONNECTION.....	124
FIGURE 135: PILOT CONTROL PANEL CONNECTION.....	125



SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

LIST OF APPLICABLE DOCUMENTS

Document Number	Description
GA182-3	Rotorcraft Flight Manual Supplement (Eurocopter AS350/AS355 Series)



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 1.0 Introduction

1.1 Scope

This manual provides description, operation, disassembly, inspection, repair and testing instructions and an Illustrated Parts List for P/N P139 and P139-HD Digital Audio Systems.

1.2 Purpose

The purpose of this manual is to maintain the P139 and P139-HD Digital Audio Systems in peak operating efficiency with the greatest service life.

1.3 Revision Control Procedure

All revisions to this document shall be identified in the Details of Revisions. All pages will be summarized on page 4, "List of Effective Pages."

1.4 Service Difficulty Reporting

A record of sales shall be maintained by Eagle Copters. Any changes to these instructions resulting from service difficulties shall be distributed to all previous recipients.

1.5 Applicability

This manual shall be used to maintain the P139 and P139-HD Digital Audio Systems for Eurocopter AS350/AS355 Helicopters.

1.6 Abbreviations and Units of Measure

in	=	inches
lbs	=	pounds
P/N	=	part number
I/N	=	item number
LH	=	left hand
RH	=	right hand



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

1.7 Precautions

The following precaution definitions will be used to indicate the seriousness of the hazard or condition.

WARNING: May be a maintenance procedure, practice, condition, etc., which could result in personal injury or loss of life.

CAUTION: May be a maintenance procedure, practice, condition, etc., which could result in damage or destruction of equipment.

NOTE: May be a maintenance procedure, practice, condition, etc., or a statement that needs to be highlighted

1.8 Distribution

This manual will be distributed to end users (or their mechanics or maintenance departments). A copy of this ICA shall be provided by Eagle Copters with each kit sold.

1.9 Description

The Eagle Copters P139 and P139-HD Digital Audio Systems provide a communication system for aircraft crew members and passengers.

There are 2 Options for installing the Audio System. Option 1 is a sub-set of the full Electronic News Gathering system, requiring only the GA182 and the installation of the Modular Equipment Rack GA179. Option 2 is a “Basic” or simplified audio system installation requiring only the items covered in this STC.

1.9.1 The Audio System includes the Following:

- a. An Audio Router. The Audio Router comes in 5 different configurations. There are 2 analog Audio Routers P/N G11426 (6 slot) and P/N G12320 (8 slot) which contain removable printed circuit boards (control boards) that can be interchanged for diagnostic and spares purposes. And there are 3 Digital Router Systems to choose from, the first is P139-HD (D) which uses Router G13000 in a “Dual-board” configuration. The second is P139-HD (S) which uses Router G13000 in a “Single-board” configuration. The third is P139-HD (T) which uses Router G13160 and is a “Three board” router.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

- b. A minimum of 2 Audio Control Panels for the pilot and co-pilot. A typical installation will include 3 or more Audio Control panels for the pilot, co-pilot, crew members, and/or passengers. The Control Panels come in the following configurations: P/Ns G11431, G11460, G11462, G11470, G11480, G11490, G13115/G13115NS, and G13116/G13116NS as shown in Figure 7 through Figure 14. The Audio Control Panels can be used interchangeably, depending on the control functions desired although G13115NS and G13116NS panels must not be used as primary control panels for Pilot or Copilot.
- c. Sheet metal support brackets, doublers and required hardware for mounting the Audio Router.
- d. Sheet metal support brackets and required hardware for mounting G11431 Control Panels (if installed).

1.9.2 The following is a list of optional Eagle Copters equipment that can also be installed in conjunction with the Audio System:

- a. Electrical System Upgrade (GA107, STC # SH4747NM)
- b. Supplemental Avionics Console (GA158, STC # SR00222SE)
- c. Improved Pedestal and Panel (GA162, STC # SR00242SE)
- d. Modular Equipment Rack (GA179, STC # SR00474SE)

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

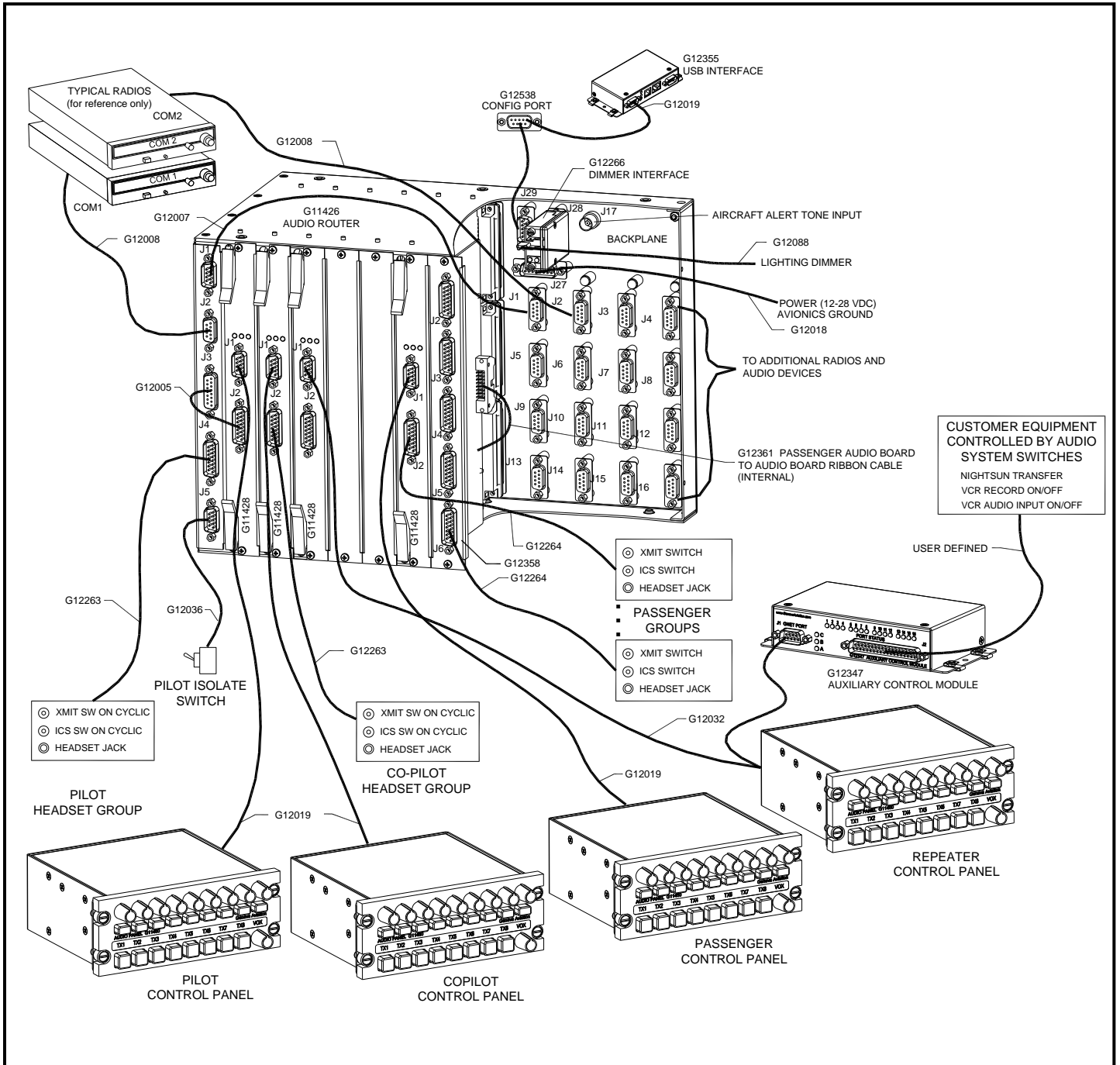


Figure 1: Complete Analog Audio System Overview

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

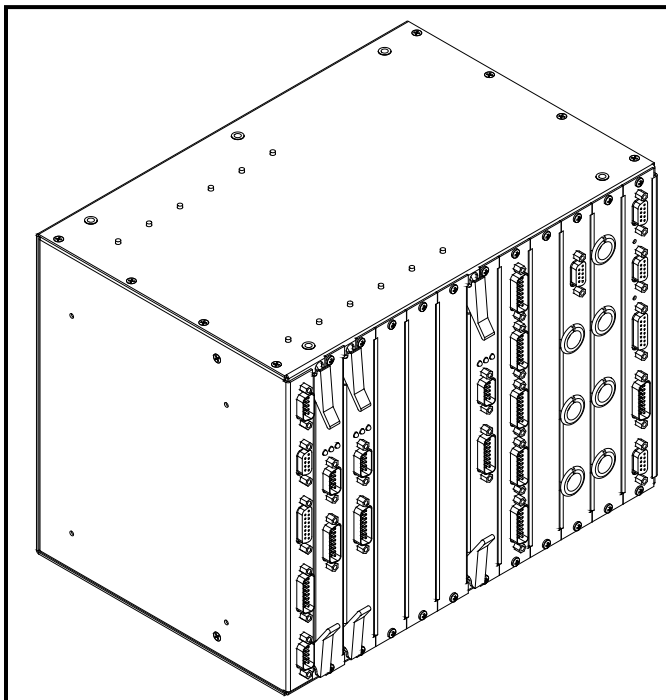


Figure 2: G11426 6 Slot Analog Audio Router

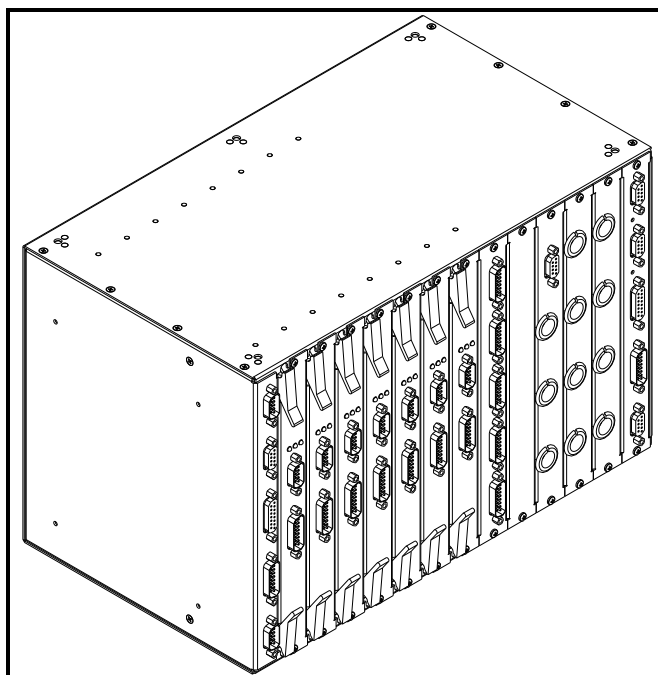


Figure 3: G12320 8 Slot Analog Router

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

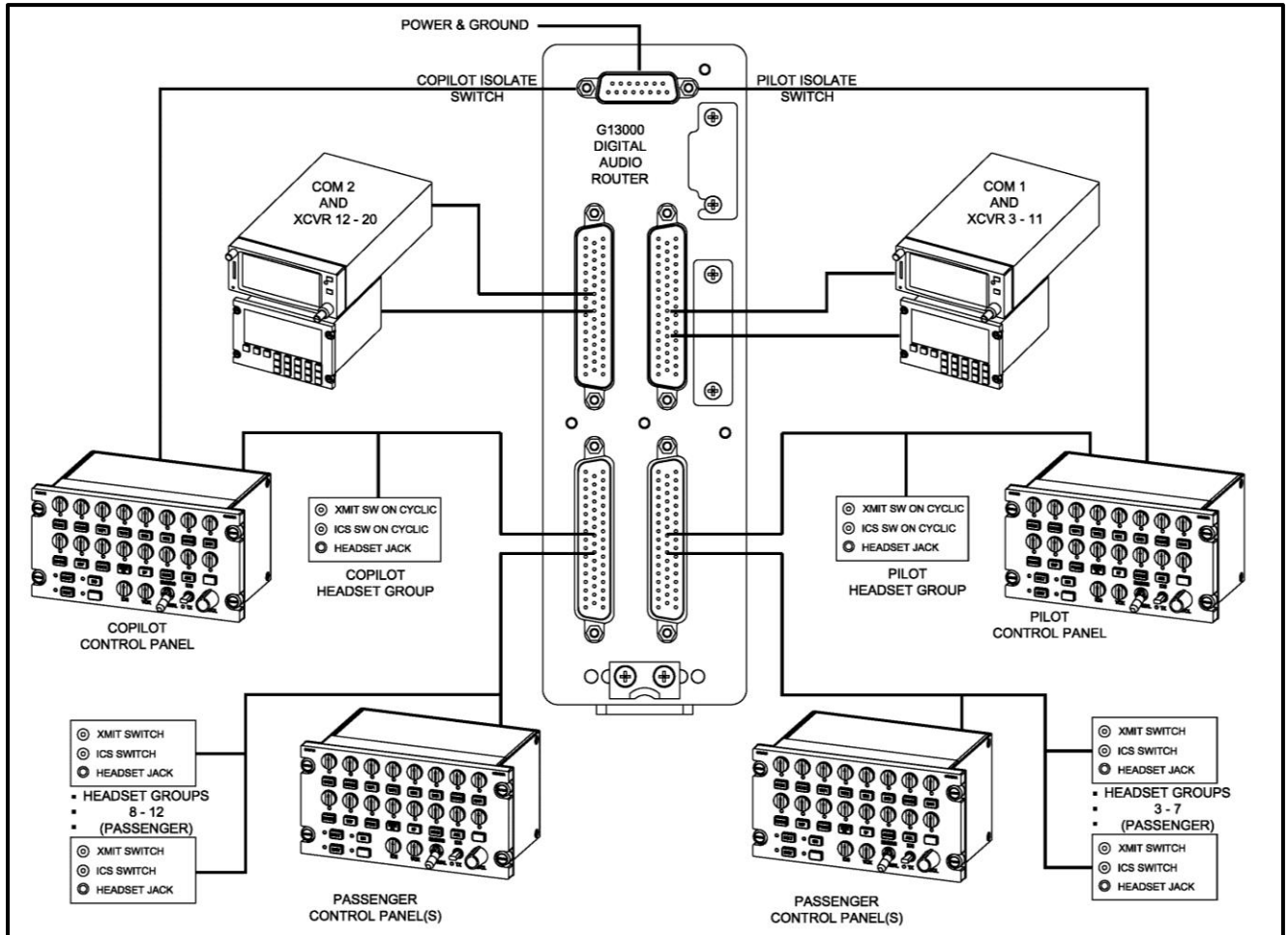


Figure 4: Digital Audio System Overview

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

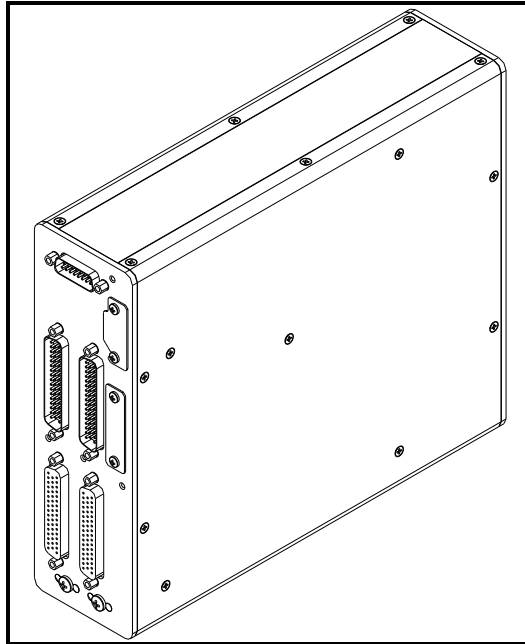


Figure 5: G13000 Digital Router

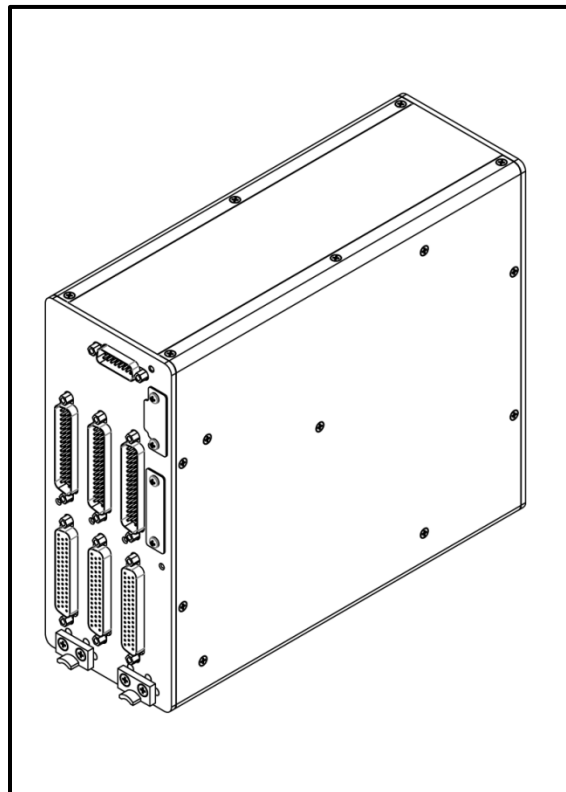


Figure 6: G13160 3-Board Router

SUBJECT
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

REF. MDL.
GA182

REPORT NO.
ICA182-2
Rev. C
11/7/17

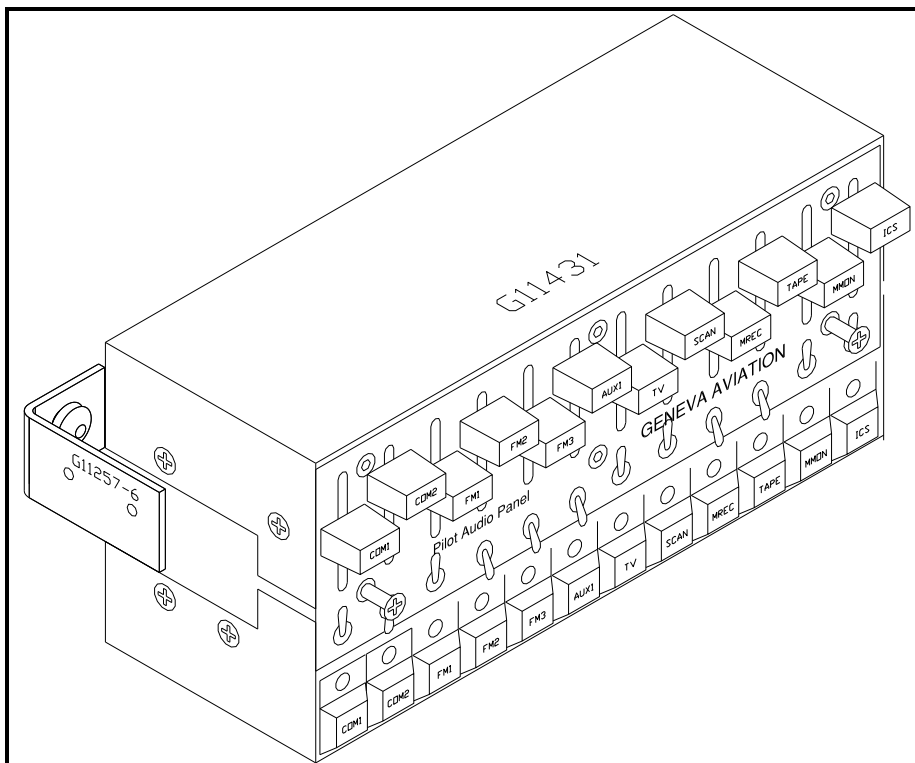


Figure 7: G11431 Control Panel

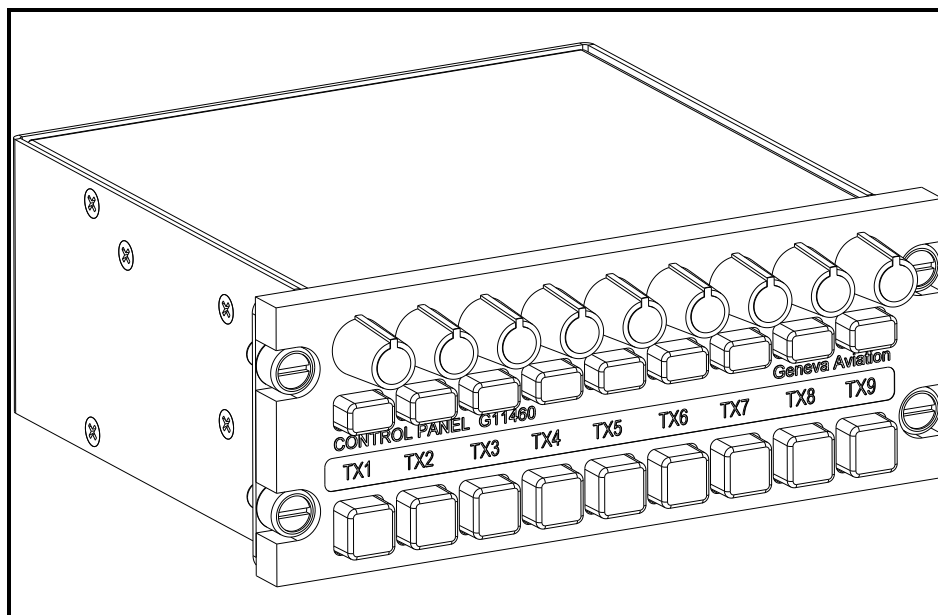


Figure 8: G11460 Control Panel

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

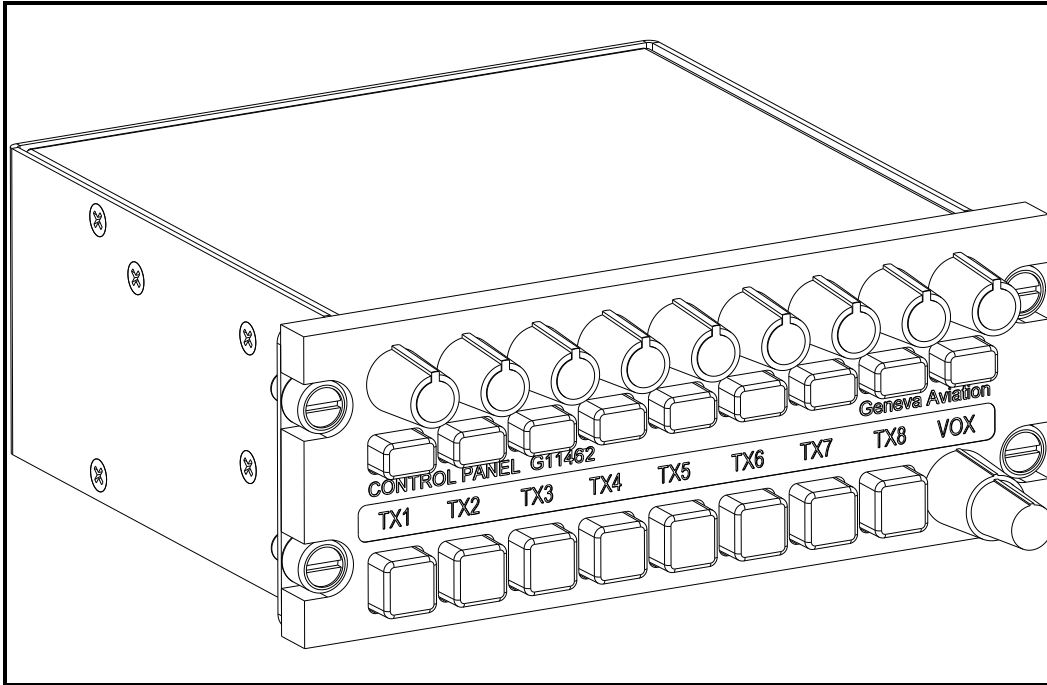


Figure 9: G11462 Control Panel

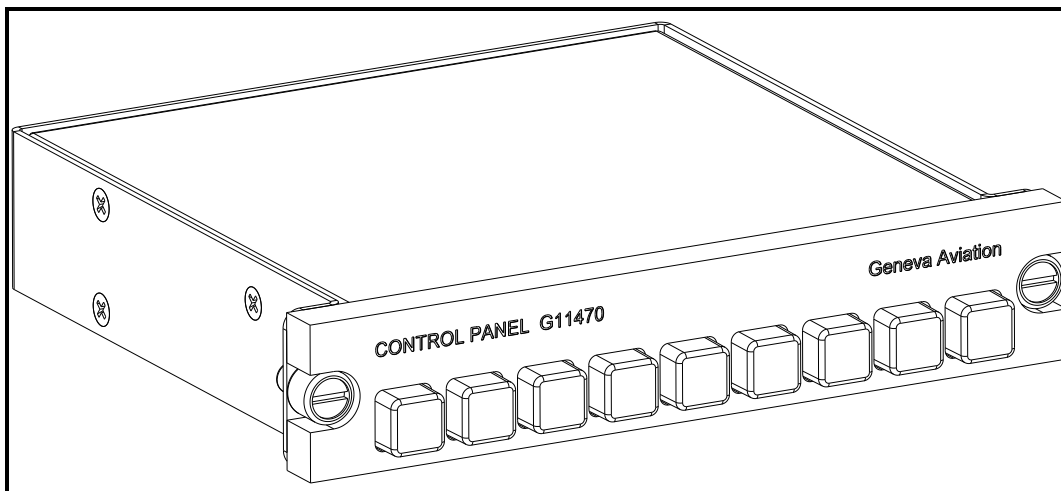


Figure 10: G11470 Auxiliary Control Panel

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

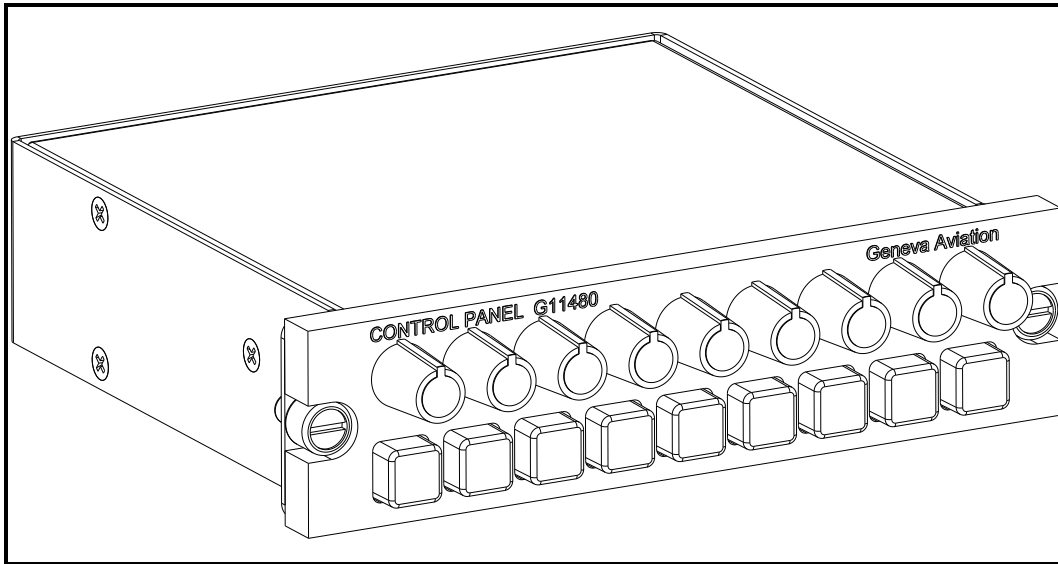


Figure 11: G11480 Control Panel

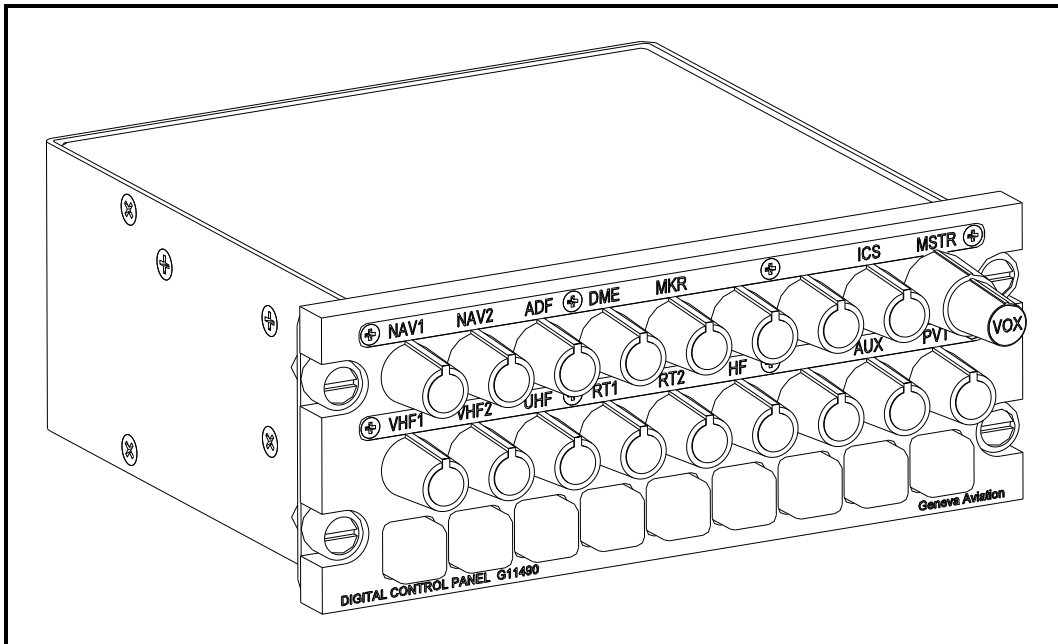


Figure 12: G11490 Control Panel

SUBJECT
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

REF. MDL.
GA182

REPORT NO.
ICA182-2
Rev. C
11/7/17

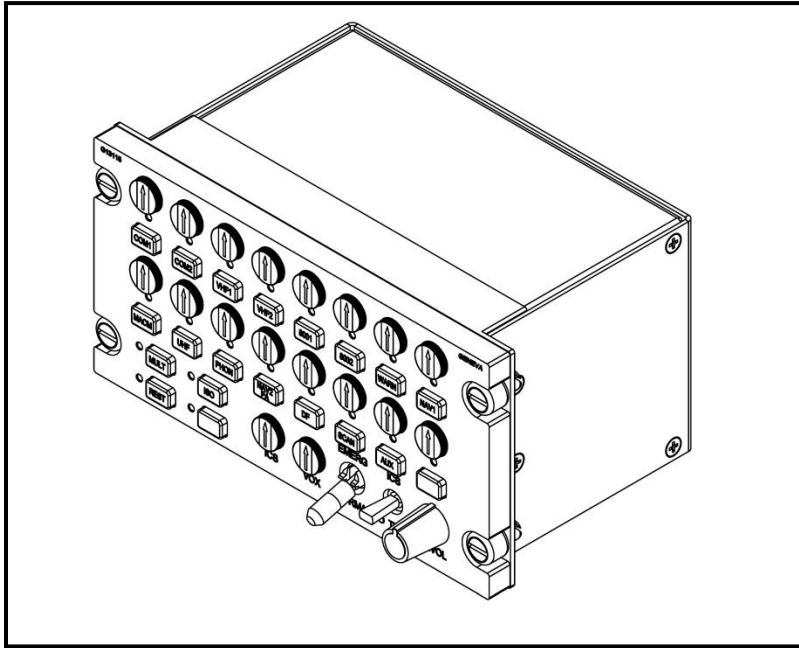


Figure 13: G1315/G13115NS Control Panel

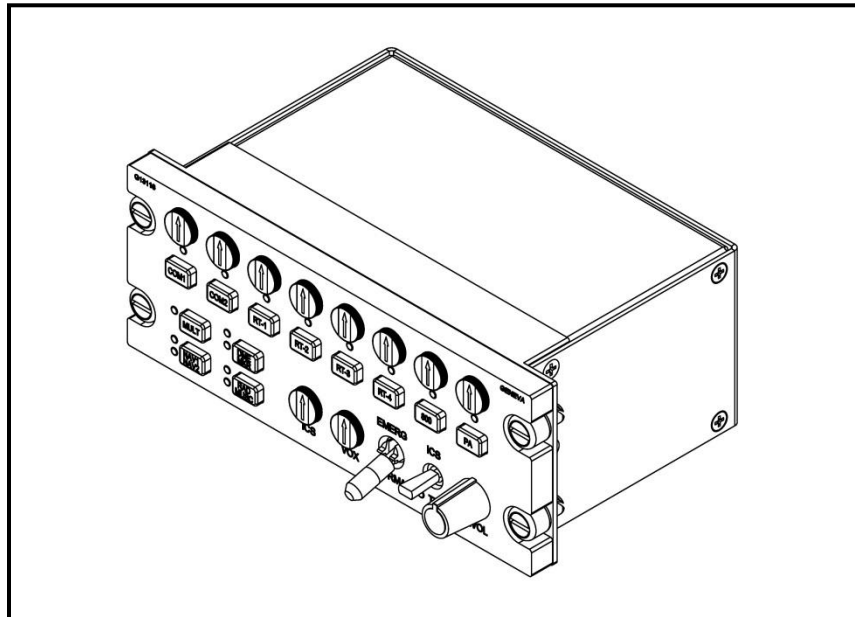


Figure 14: G13116/G13116NS Control Panel



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 2.0 Airworthiness Limitations

There no airworthiness limitations associated with this STC.

The Airworthiness Limitation section is FAA approved and specifies inspections and other maintenance required under Part 43.16 and 91.403 of Federal Regulations unless an alternate program has been FAA approved.



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 3.0 Inspection Requirements and Overhaul Schedule

3.1 Inspection Requirements

3.1.1 2 Year/2000 Hour Inspection

- a. Make sure the individual modules are properly secured and the restraining hardware is not damaged or deformed.
- b. Remove the Router Assembly from the mounting brackets. See Section 4.0 for the Analog Routers and Section 5.0 for the Digital Routers.
- c. Inspect all sheet metal components for damage and corrosion. If damage or excessive corrosion is found replace parts per Section 4.0 for the Analog Routers and Section 5.0 for the Digital Routers. Corrosion that has penetrated more than .02" is cause for replacement in machined aluminum components. Corrosion that has penetrated more than .02" is cause for replacement on sheet metal components.
- d. Inspect all wiring for damage and proper security. Any wires that are damaged need to be repaired or completely replaced.
- e. Reinstall any removed or replaced parts per applicable portions of Section 4.0 and Section 5.0 and return aircraft to operational condition.

3.1.2 Special Inspections

- a. In the event that the aircraft experiences a "Hard Landing", then conduct the inspection requirements called out in Section 3.1.1.
- b. In the event that the aircraft experiences a "Lightning Strike", then conduct the inspection requirements called out in Section 3.1.1.

3.2 Overhaul Schedule

There is no overhaul schedule for this kit.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 4.0 Analog Audio Router Removal, Inspection and Re-Installation

4.1 Analog Router Removal

- a. Disconnect all cables from the Analog Router.
- b. The installation of the Router will vary depending on the aircraft configuration. Disconnect all hardware attaching the Router to the aircraft and completely remove the entire Router Assembly.

4.2 Analog Router Inspection

WARNING

Most electronic devices are subject to damage by electrostatic discharge (ESD). Installation or removal of components or circuit boards should follow the guidelines in AC43.13-1b Par 12-2 and AC 43-206 Par 905, which are summarized below:

When removing ESD-sensitive equipment from the aircraft, the aircraft should be grounded and power removed. Prior to disconnecting the cables from the equipment, personnel should touch the metal case of the equipment to equalize any electrostatic potential. Once the cables are disconnected, conductive dust caps or conductive grid tape should be placed on the connector receptacles.

Circuit cards and components should be packaged in ESD-protective packaging prior to leaving the ESD workstation. Static shielding bags which have a static-dissipative inner layer and a conductive outer layer are used for this purpose. They should be noncorrosive and should zip-lock or heat seal closed. Cushion wrap (bubble wrap) used around circuit cards should also be made of static-dissipative material.

- a. Inspect the Router Shell for cracks or excessive corrosion. If any of the parts are cracked or excessively corroded (refer to Section 3.1.1 for corrosion limits) they must be removed and replaced.
- b. The Audio Control Boards (P/N G11428) in the Router are field replaceable. The Audio Control Boards as shown in Slots 1-6 of Figure 15 and Slots 1-8 in Figure 16 are physically identical and may be interchanged for diagnostic and spares purposes.
- c. To remove an Audio Control Board remove the 2 retaining screws and apply pressure to the 2 card ejector tabs on either side of the Audio Control Board.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

NOTE

The Audio Control Boards have no serviceable parts. If an Audio Control Board is found to be broken or defective it must be returned to Eagle Copters for repair or replacement.

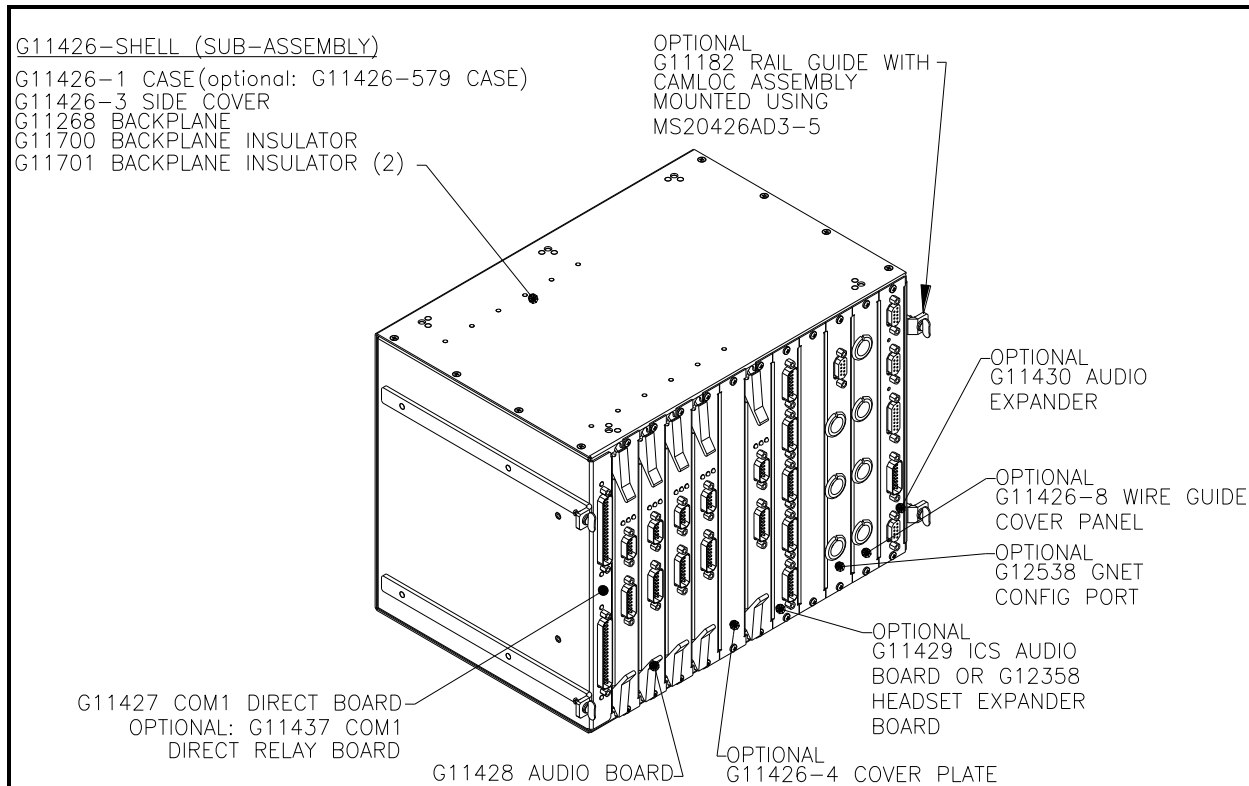


Figure 15: Typical 6 Slot Router Configuration



SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

NOTE

Assembly shown is typical in configuration. Optionally, the quantities and positions for G11428, G11429, G12358, G11426-4, G11426-8 and G11426-10 may change depending on the installers desired configuration requirements.

G11437 Relay Module may Replace G11427 COM1 Direct Board depending on the installers desired configuration requirements.

G11430 Audio Expander may be omitted depending on the installers desired configuration requirements.

Parts List for Figure 15:

I/N	QTY	PART NUMBER	DESCRIPTION
-	1	G11182	Rail Guide With Camloc Assembly
-	1	G11268	Backplane
-	1	G11426	Shell
-	1	G11426-1	Case
-	1	G11426-3	Side Cover
-	* [a]	G11426-4	Cover Plate
-	* [a]	G11426-8	Wire Guide Cover Panel
-	1 [b]	G11427	COM1 Direct Board
-	1 [b]	G11437	Relay Module Board
-	* [a]	G11428	Audio Board
-	* [a][c]	G11429	ICS Audio Board
-	* [a][c]	G12358	Headset Expander
-	* [a]	G11430	Audio Expander
-	* [a]	G12266	Dimmer Module
-	1	G11700	Backplane Insulator
-	1	G11701	Backplane Insulator (2)
-	* [a]	G12538	GNET Config Port

* [a] Quantities and positions for these components may change depending on the installer's desired configuration requirements.

* [b] Audio systems shall be fitted with either one G11427 COM1 Direct OR G11437 Relay Module.

* [c] Audio systems shall be fitted with either G11429 ICS Audio Board OR G12358 Headset Expander Boards.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

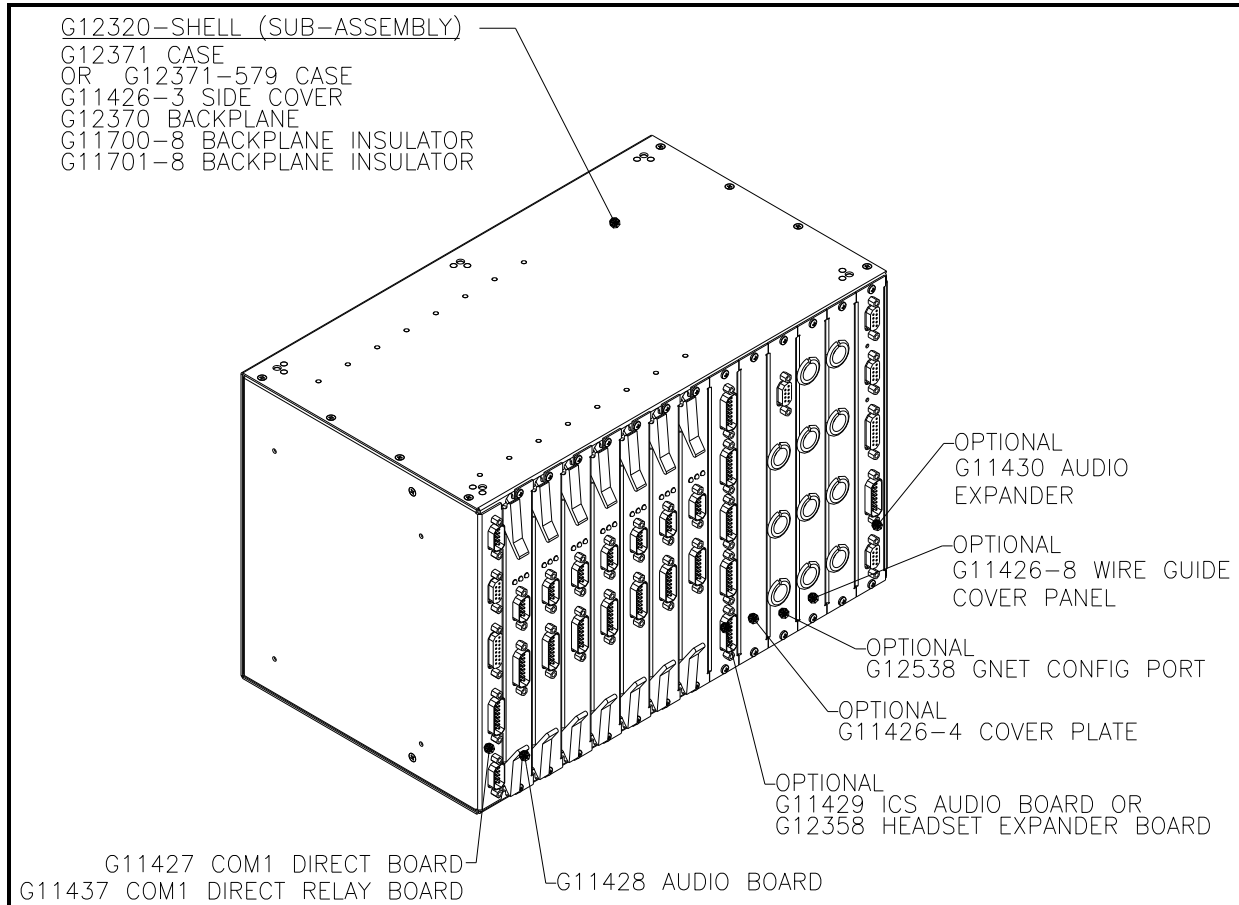


Figure 16: Typical 8 Slot Router Configuration

NOTE

Assembly shown is typical in configuration. Optionally, the quantities and positions for G11428, G11429, G12358, G11426-4, G11426-8 and G11426-10 may change depending on the installers desired configuration requirements.

G11437 Relay Module may Replace G11427 COM1 Direct Board depending on the installers desired configuration requirements.

G11430 Audio Expander may be omitted depending on the installers desired configuration requirements.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

 ICA182-2
 Rev. C
 11/7/17

Parts List for Figure 16:

I/N	QTY	PART NUMBER	DESCRIPTION
-	1	G12370	Backplane
-	1	G12320	Shell
-	1	G12371	Case
-	1	G11426-3	Side Cover
-	* [a]	G11426-4	Cover Plate
-	* [a]	G11426-8	Wire Guide Cover Panel
-	1 [b]	G11427	COM1 Direct Board
-	1 [b]	G11437	Relay Module Board
-	* [a]	G11428	Audio Board
-	* [a][c]	G11429	ICS Audio Board
-	* [a][c]	G12358	Headset Expander
-	* [a]	G11430	Audio Expander
-	* [a]	G12266	Dimmer Module
-	1	G11700-8	Backplane Insulator
-	1	G11701-8	Backplane Insulator
-	1	G12538	GNET Config Port

* [a] Quantities and positions for these components may change depending on the installer's desired configuration requirements.

* [b] Audio systems shall be fitted with either one G11427 COM1 Direct OR G11437 Relay Module

* [c] Audio systems shall be fitted with either G11429 ICS Audio Board OR G12358 Headset Expander Boards

4.3 Analog Router Reinstallation

- a. The router may be mounted into a rack, such as the Eagle P142 Modular Equipment Rack (STC # SR00474SE). It also may be mounted to an aircraft structure that is designed to carry the load of the router (11 lbs). Since installation will vary depending the aircraft configuration, the installer is responsible for receiving FAA approval for the mounting of the router to the structure if not previously approved. Two G12340 Brackets may also be used for mounting the router to the aircraft structure.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 5.0 Digital Audio Router Removal, Inspection and Re-Installation

5.1 Digital Router Removal

Note: The following instructions are applicable to Digital Audio Routers G13000 & G13160 defined in Section 1.9.1.

- a. Disconnect all cables from the Digital Router.
- b. Remove the two AN525-10R8 screws (I/N 5) holding the Backplate to the Hat Sections as shown in Figure 17.
- c. Lift the Router/Backplate assembly out of the slots located on the Hat Sections connected to the FS168 Bulkhead as shown in Figure 17.
- d. Remove the Backplate from the Router by removing the 4 #10-32 MS24693S272 Flat Head Screws (I/N 3) connected to the Router as shown in Figure 17.

Note

The Hat Section Brackets do not need to be removed on a regular basis for inspection or overhaul. The Hat Section Brackets should only be removed if cracked or excessively corroded and need to be replaced.

- e. To remove the Hat Section Brackets drill out the 14 #4 Rivets connecting each bracket to the FS168 Bulkhead as shown in Figure 17.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

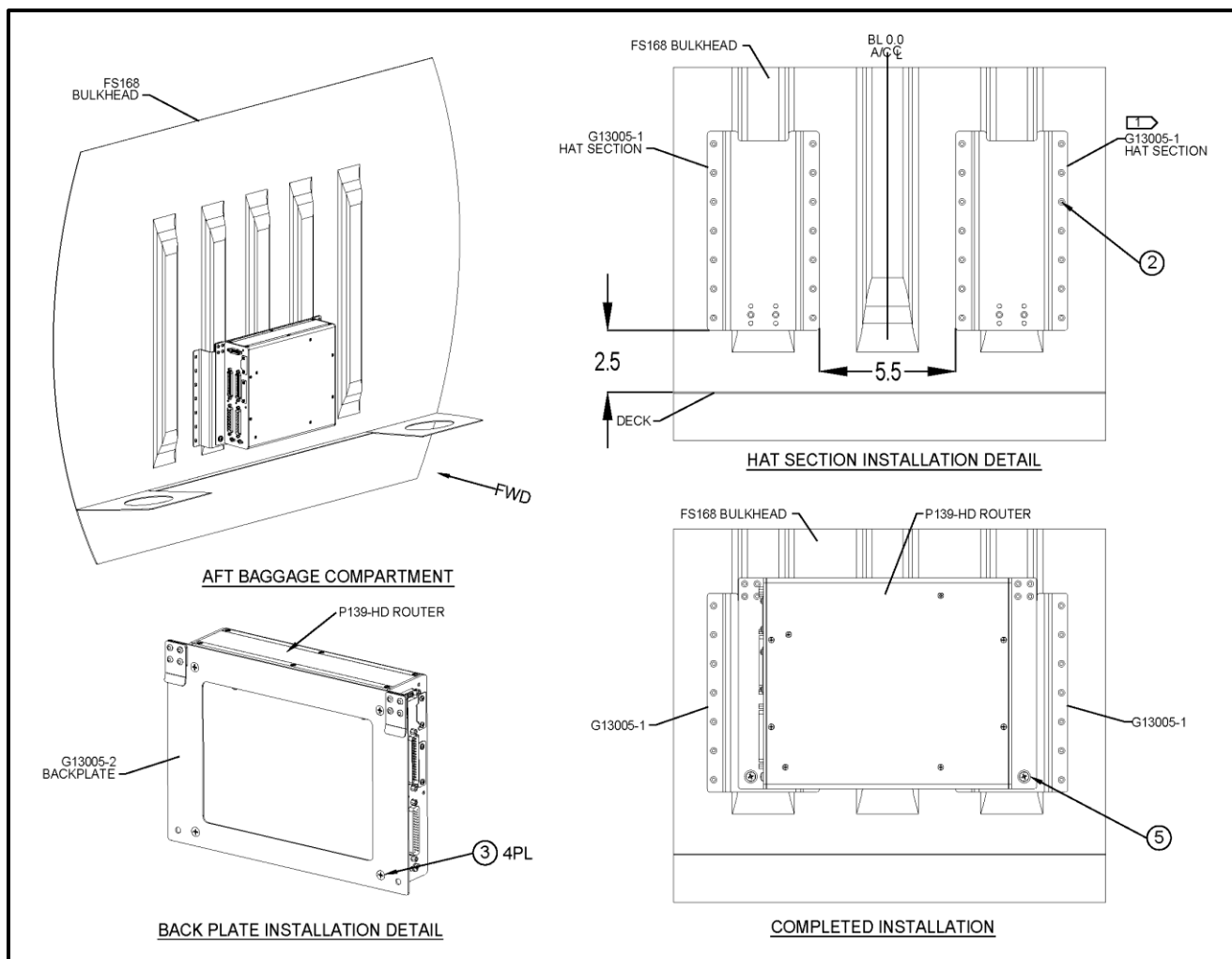


Figure 17: AS350/AS355 Digital Router Installation

Parts List for Figure 17:

I/N	QTY	PART NUMBER	DESCRIPTION
-	1	G13000 or G13160	P139-HD Router
-	2	G13005-1	Hat Section
-	1	G13005-2	Backplate
2	28	MS20470AD4-4	Rivet
3	4	MS24693S272	Screw, Flat Head, #10-32 x .5
5	2	AN525-10R8	#10-32 x .50 SCREW



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

5.2 Digital Router and Support Bracket Inspection

- a. The Digital Router contains no user serviceable internal components. Do not disassemble router or the factory warranty will be voided. Return the unit to Eagle Copters for service.
- b. Inspect all sheet metal doublers and brackets for cracks or excessive corrosion. If any of the parts are cracked or excessively corroded (refer to Section 3.1.1 for corrosion limits) they must be removed from the aircraft and replaced.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

5.3 Digital Router Re-Installation

NOTE

The location shown in the aft baggage compartment is shown for reference only. The exact placement of the components is dependent on the other pre-existing installed equipment.

NOTE

If the Hat Section Brackets (P/N G13005-1) have not been removed skip to step (c) and connect to the Router to the mounted Hat Section Brackets. If the Hat Section Brackets have been replaced continue to step (a).

- a. Before installing new Hat Sections, assemble with G13005-2 Back Plate to maintain proper spacing. Locate G13005-1 Hat Sections over two of the stiffening ribs as shown in Figure 17. Back drill two mounting holes in bulkhead and Cleco in place. Remove back plate.
- b. For each Hat Section, back drill bulkhead and install 14 #4 Rivets, MS20470AD4-4 as shown in Figure 17.
- c. Connect the Digital Router (P/N G13000 or G13160) to the Back Plate (G13005-2) using 4 MS24693S272 Screws as shown in Figure 17.
- d. Hang the Router/Backplate assembly on the Hat Sections mounted on the FS168 Bulkhead into the slots. Be sure the Router/Backplate assembly is seated fully down.
- e. Secure the Backplate to the hat sections using two AN525-10R8 screws as shown in Figure 17.
- f. Reconnect all applicable cables to the Digital Router. Reference Figure 18 and Figure 19 for all Digital Router Connection Ports.

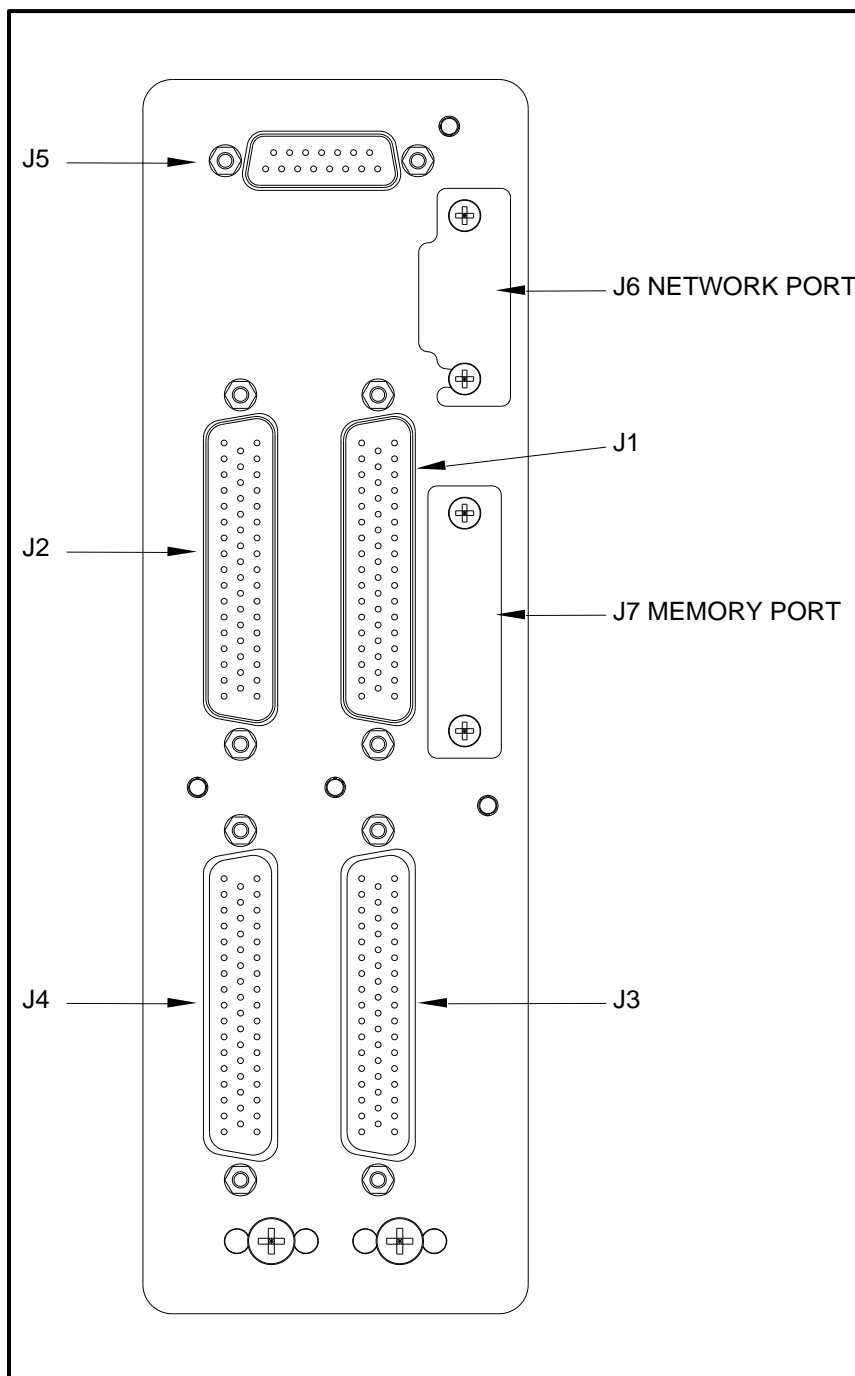


Figure 18: G13000 Digital Router Connector Layout



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

- g. G13000 Digital Router Connections**
1. J1 is used to connect COM1 and radios XCVR3 – XCVR11.
 2. J2 is used to connect COM2 and radios XCVR12 – XCVR20.
 3. J3 is used to connect the Pilot's control panel, Pilot's headset group, headset groups 3 – 7 and passenger control panels.
 4. J4 is used to connect the Copilot's control panel, Copilot's headset group, headset groups 8 – 12 and additional passenger control panels.
 5. J5 is used to connect power, ground, Pilot's COM1 Isolate, and Copilot's COM2 Isolate.
 6. J6 is a network port used for system configuration adjustment.
 7. J7 is a memory card slot used for storing system configuration data onto removable media.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

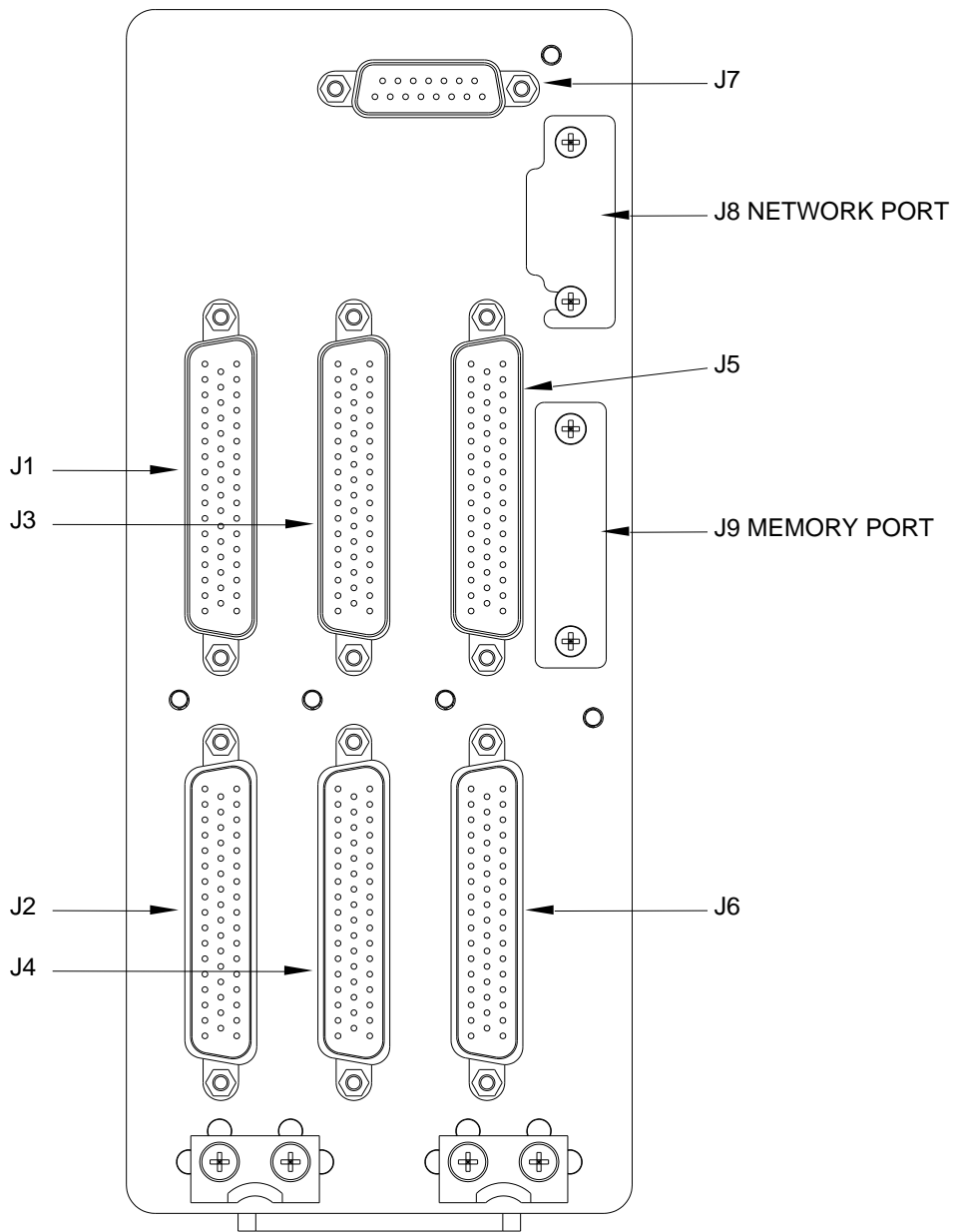


Figure 19: G13160 Digital Router Connector Layout



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

h. G13160 Digital Router Connections

1. J1 is used to connect COM1 and radios XCVR3 – XCVR11.
2. J2 is used to connect the Pilot's control panel, Pilot's headset group, headset groups 3 – 7 and passenger control panels.
3. J3 is used to connect COM2 and radios XCVR12 – XCVR20.
4. J4 is used to connect the Copilot's control panel, Copilot's headset group, headset groups 8 – 12 and additional passenger control panels.
5. J5 is used to connect radios XCVR21 – XCVR30.
6. J6 is used to connect headset groups 13 – 18 and additional passenger control panels.
7. J7 is used to connect power, ground, Pilot's COM1 Isolate, and Copilot's COM2 Isolate.
8. J8 is a network port used for system configuration adjustment.
9. J9 is a memory card slot used for storing system configuration data onto removable media.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

Section 6.0 G13120 Audio Mixer Removal, Inspection and Re-Installation

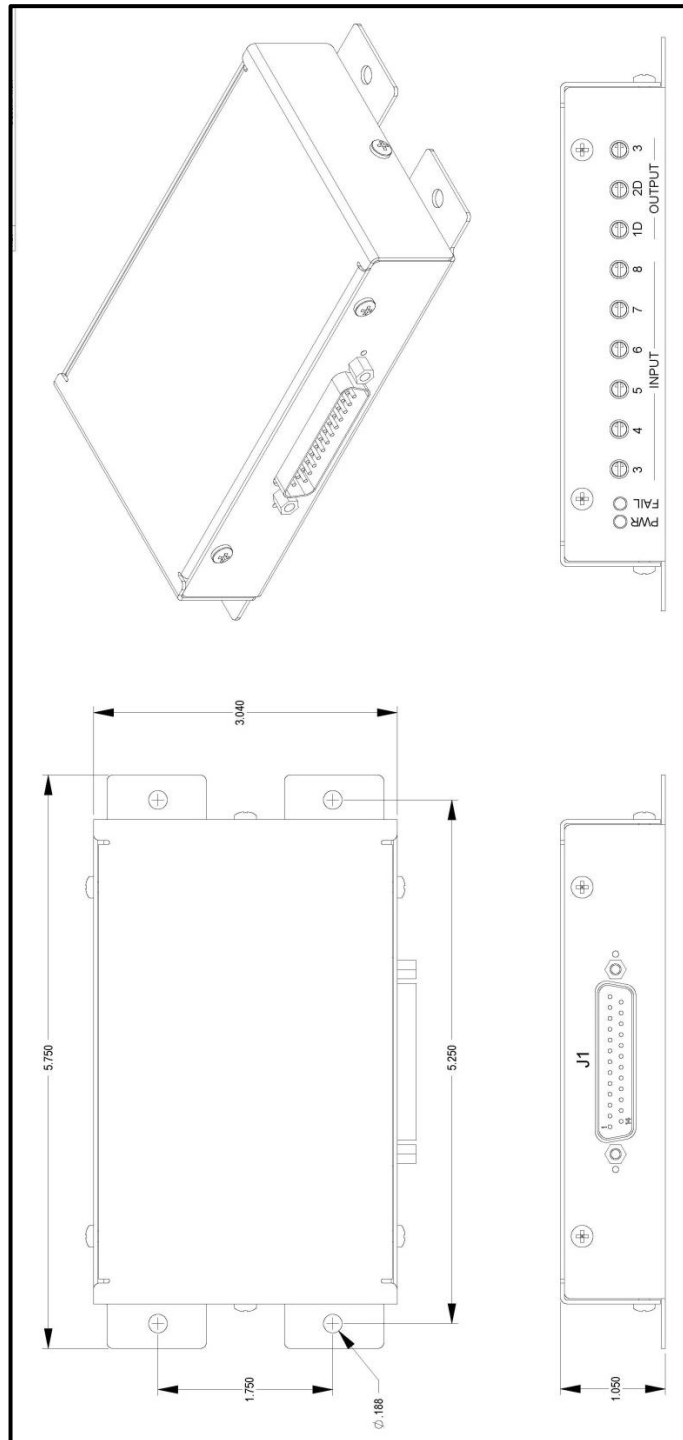


Figure 20: G13120 Audio Mixer



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

6.1 G13120 Audio Mixer Removal

- a. Disconnect cable connector from the Audio Mixer.
- b. Disconnect (4) #8-32 screws securing the Audio Mixer to the mounting structure.

6.2 G13120 Audio Mixer Inspection

- a. The Audio Mixer contains no user serviceable internal components. Do not disassemble router or the factory warranty will be voided. Return the unit to Eagle Copters for service.
- b. Inspect all sheet metal for cracks or excessive corrosion. If any of the parts are cracked or excessively corroded (refer to Section 3.1.1 for corrosion limits) they must be removed from the aircraft and replaced.

6.3 G13120 Audio Mixer Installation

- a. The Audio Mixer is designed to be mounted in a variety of locations within the airframe, provided it is protected from the environment. It may be mounted to a deck, bulkhead, tray, avionics shelf or other structure rated to carry a 8 oz. load.
- b. The exact mounting location is left to the installer's discretion provided that the installation of the Audio Mixer does not interfere with other equipment installed. Refer to Figure 20 for laying out mounting holes.
- c. Mount the Audio Mixer using (4) #8-32 screws, washers and locknuts or nutplates. When mounting into composite structure, #8-32 potted inserts should be used.
- d. Unless otherwise specified, follow aircraft manufacturer's standard practices and maintenance manuals for installation of all hardware.
- e. Maintain a minimum 2 e/d edge margin for all installed fasteners.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

6.4 G13120 Audio Mixer Cable Maintenance

- a. Refer to Figure 21 and Figure 22 for cable harness fabrication instructions.
- b. Unless otherwise specified, follow the aircraft manufacturer's electrical wiring practices and maintenance manuals for installation of all system wiring.
- c. Unless otherwise noted, all shielded wire is M27500-(ga)TG(n)T14 and all unshielded wire is M22759/16-(ga)-9, where (ga) is the wire gauge and (n) is the number of wires inside the shield.
- d. Unless otherwise noted, all wire is 22 GA.
- e. All Bonding and Grounding will be In Accordance With AC 43.13-1B, Chapter 11, Section 15.
- f. Route all system cabling through existing cable runs.
- g. Secure all cabling using nylon cable ties and/or cable clamps using standard practices.

6.5 G13120 Audio Mixer Operation

- a. The G13120 Audio Mixer is designed to mix audio from up to 8 sources into 3 outputs.
- b. The first two inputs and outputs (1D and 2D) are considered Essential, and will remain functional even when the mixer is not powered or detects an internal fault due to the failsafe relays and detection internal to the mixer.
- c. If the mixer is not powered or is in fault mode (Essential), Input 1 will be connected directly via relay closure to Output 1D, and Input 2 will be connected directly to Output 2D.
- d. The direct inputs in essential mode are non-adjustable.
- e. The level that is present at Inputs 1 and 2 will be present at 1D and 2D respectively.
- f. Output 3 is not relay direct protected and will therefore drop off line in unpowered or fail mode. This output is designed to be a monitor port to a non-critical device.
- g. It is important to follow the setup instructions exactly in order for the mixer to work properly in the Essential Mode.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

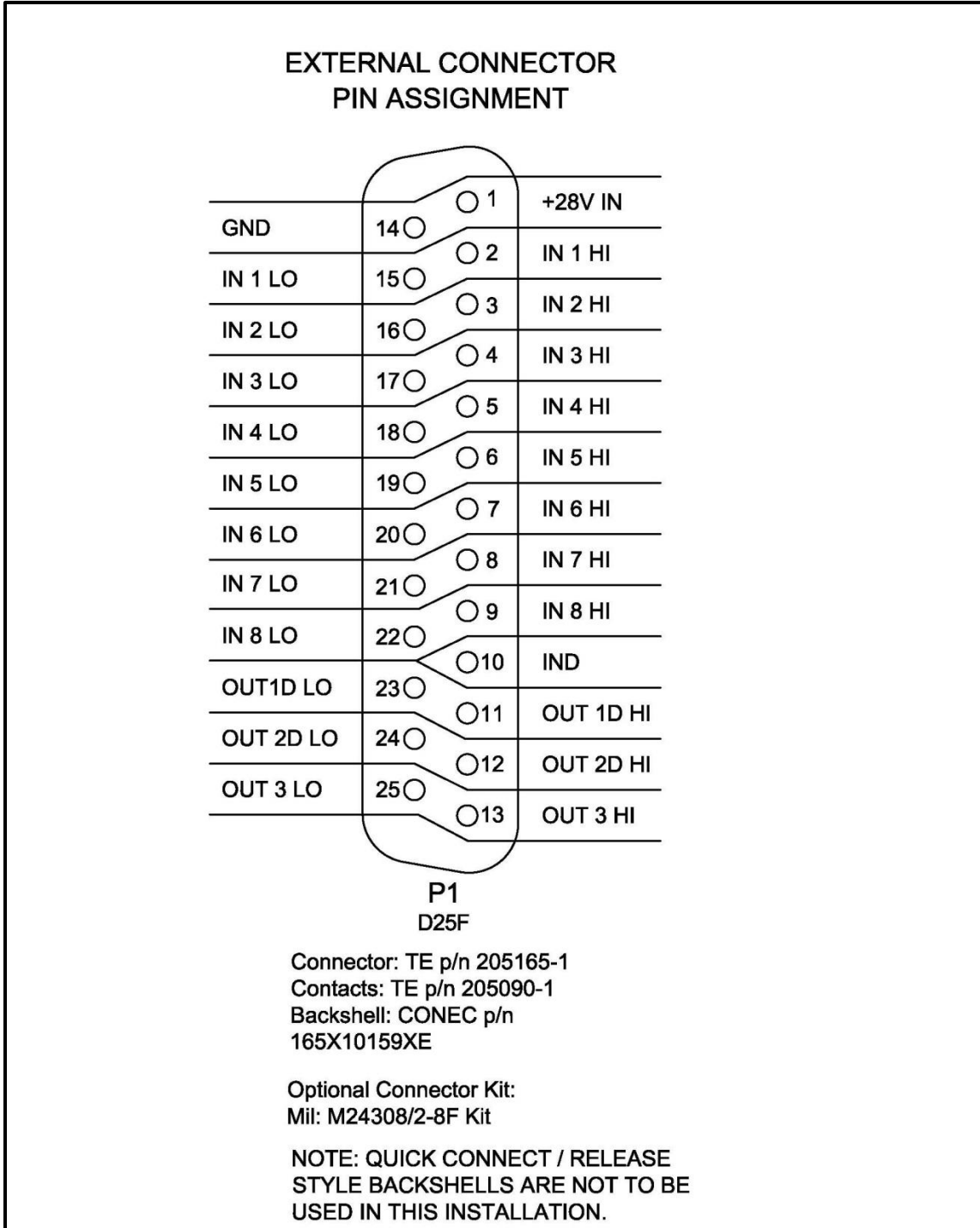


Figure 21: G13120 Audio Mixer Wiring

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

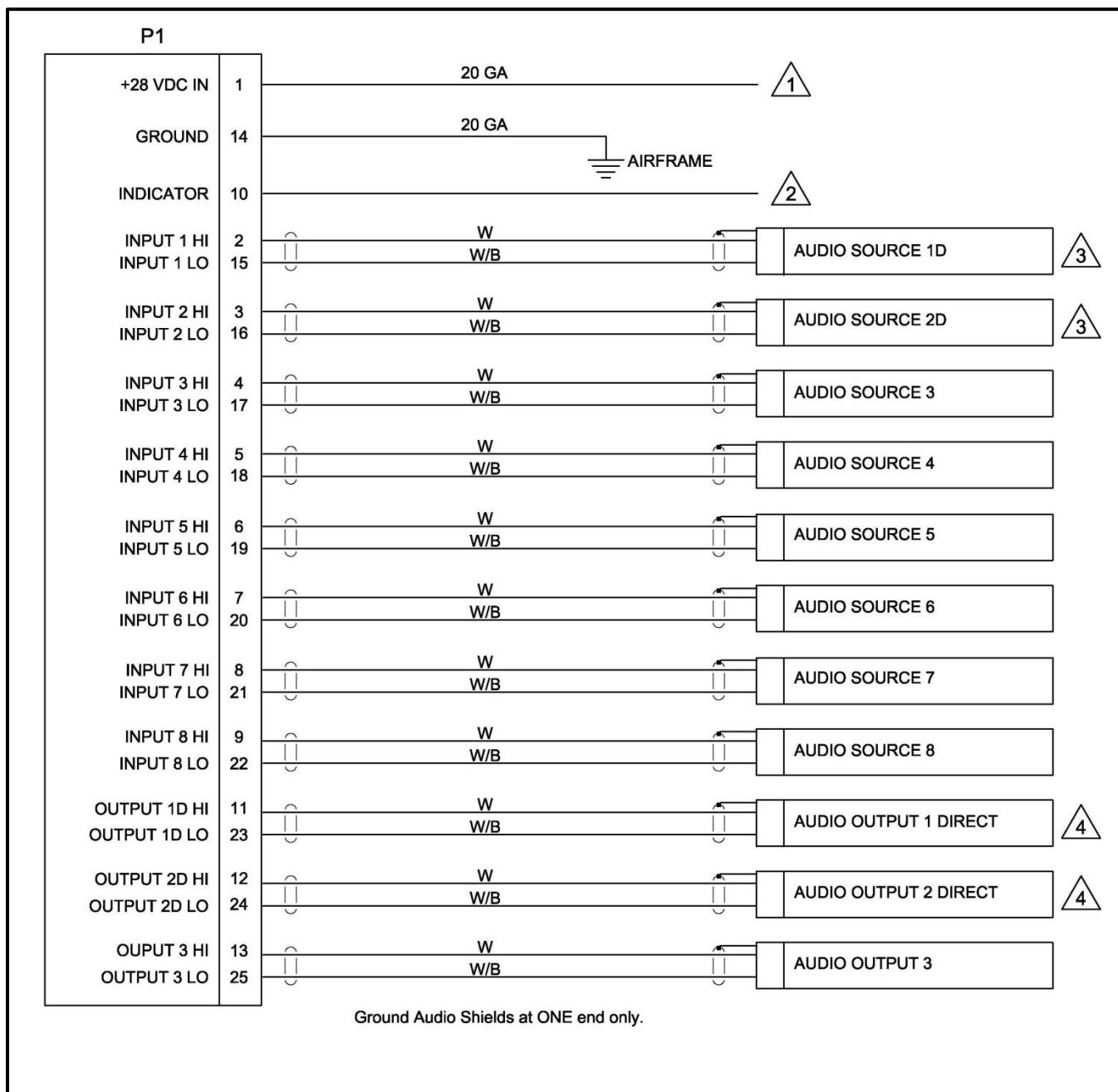


Figure 22: G13120 Audio Mixer Wiring

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

6.6 G13120 Audio Mixer Setup and Adjustment

- a. Notes listed below apply to Figure 21 and Figure 22.

NOTES:



Power to be supplied by either Avionics or Essential Bus 1 if equipped. Circuit Breaker to be 1 Amp with the appropriate part number for the bus the mixer is being connected to.



This pin may optionally be used as a pull low for a remote fail indicator for the mixer. Power would be supplied to the desired indicator and this pin would supply a ground to the indicator if a fault occurred. This is optional and not a requirement for installation.



Audio Source 1D and 2D are the relay protected inputs. When connected to a Master Caution System with a single Output the two Inputs may be connected in parallel. If two Outputs are available from the Device use both independently for redundancy. The Setup Instructions on this document must be followed exactly to ensure proper operation.



Audio Output 1 Direct and 2 Direct are Relay Protected Outputs from Audio Sources 1D and 2D. Connect these Outputs to the Pilot's and Co-Pilot's Unswitched or Alert Tone Inputs of the installed audio system. Do Not connect Outputs 1 and 2 Direct in parallel. The Setup Instructions on this document must be followed exactly to ensure proper operation.



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

- a. Setup Notes: Failure to follow these instructions will result in improper operation of the Audio Mixer.
 1. With the circuit breaker to the mixer pulled (Off) and the audio system on, Adjust the source to Audio Source 1D and 2D so that proper level is heard at both the Pilot and Co-Pilots Headsets when the source is triggered, i.e. Master Caution. DO NOT adjust the 1D or 2D outputs of the mixer. Adjust the source to the mixer.
 2. With all other avionics off. Push the mixer's circuit breaker In (On). Verify visually that the Power Indicator on the mixer is on, and the Fail Indicator is off. The mixer is now in powered mode. Trigger the source for Inputs 1D and 2D. Adjust the mixer Output Adjustments 1D and 2D so that the proper level is heard in the Pilot and Co-Pilot Headsets. It should be the same as in the unpowered mode. Pull the circuit breaker to the mixer in order to verify this operation.
 3. Once steps 1 and 2 are completed, turn on all avionics or other sources connected to Audio Sources 3 through 8. Adjust the levels as required at Output 3 through 8 on the mixer. DO NOT change the adjustments on Outputs 1D, 2D or 3.
 4. After Completion of Steps 1 through 3, adjust Output 3 to the desired level required by the device connected to Output 3.



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 7.0 Cable Maintenance

7.1 General Notes

- a. The installation of the Eagle Copters GA182 Audio System requires the application of accepted aircraft equipment practices, according to FAA publication, AC43.13-1B, *ACCEPTABLE METHODS, TECHNIQUES AND PRACTICES, AIRCRAFT INSPECTION AND REPAIR*, and the installer shall strictly comply with paragraph 428.a of that Advisory Circular.
- b. The requirement regarding the securing of wire bundles using nonmetallic clamps is addressed by the use of nylon cable ties. The part numbers and description of these ties is as follows:

**Cable Tie Selection Chart
Thomas & Betts Brand**

Cat. No.	UPC	Bod Width in.	Length in.	Max. Wire Bundle Dia. in.	Military Standard Part No.	Tensile Strength lbs.
TY23M	82436	.091	3.62	.625	MS3367-4	18
TY24M	82447	.140	5.50	1.125	MS3367-5	40
TY25M	82457	.184	7.31	1.750	MS3367-1	50

- c. Following the guidelines in AC43.13-1B, cable ties are attached at a maximum of 4" spacing and ties are attached to nylon cable tie anchors, as necessary.
- d. The configuration of the wiring and cabling will vary from aircraft to aircraft. The installation of the Eagle Copters Audio System will not change the existing wiring or cabling, but rather will utilize existing wire and cable runs and will not interfere with the existing aircraft equipment installations.



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

7.2 Cable Maintenance

- a. Refer to Figure 23 thru Figure 25 for the Cable Part Numbers associated with a general Analog Audio System installation.
- b. For the installation of a Digital Audio System using a G13000 Digital Router, refer to Figure 103 thru Figure 115 for detailed wiring schematic drawings G13004 (Sheets 1 -13).
- c. For the installation of a Digital Audio System using a G13160 3-board Router, refer to Figure 116 thru Figure 128 for detailed wiring schematic drawings G13162 (Sheets 1-13).
- d. Each cable configuration and location will vary from installation to installation. Refer to notes made during installation to determine exactly where each cable is installed. Be sure to carefully document the Radios and Control panels installed and their related connections for future maintenance and troubleshooting purposes.
- e. If a cable needs to be repaired or replaced due to damage, refer to the appropriate cable drawing in Section 7.3. Refer to Figure 26 and Figure 27 to identify materials labeled on all cable drawings. Refer to Figure 28 through Figure 40 for all cable assembly details. All cables should be built utilizing proper aviation practices.

SUBJECT

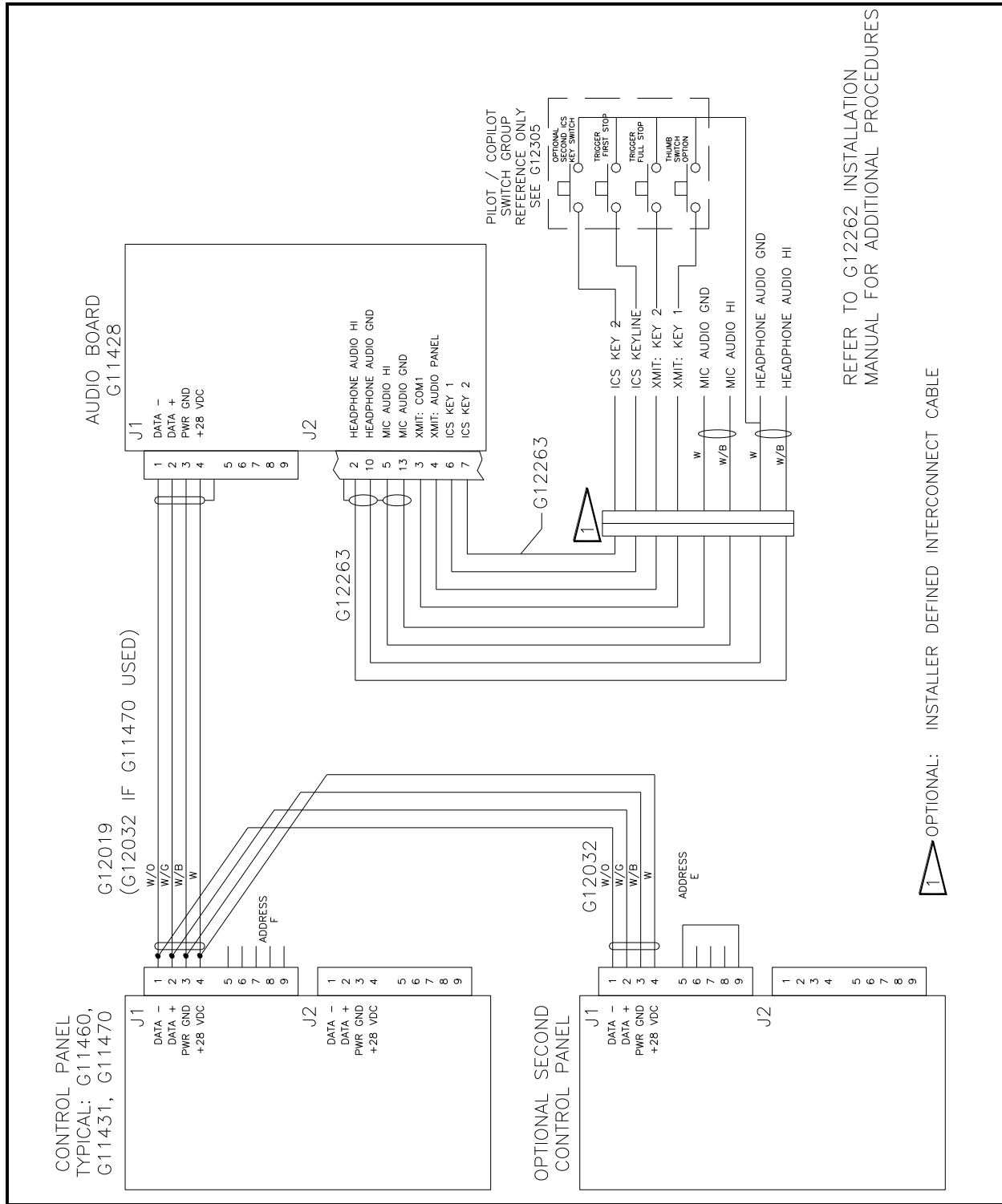
REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17



REFER TO G12262 INSTALLATION
MANUAL FOR ADDITIONAL PROCEDURES

Figure 23: Audio System Pilot/CoPilot

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

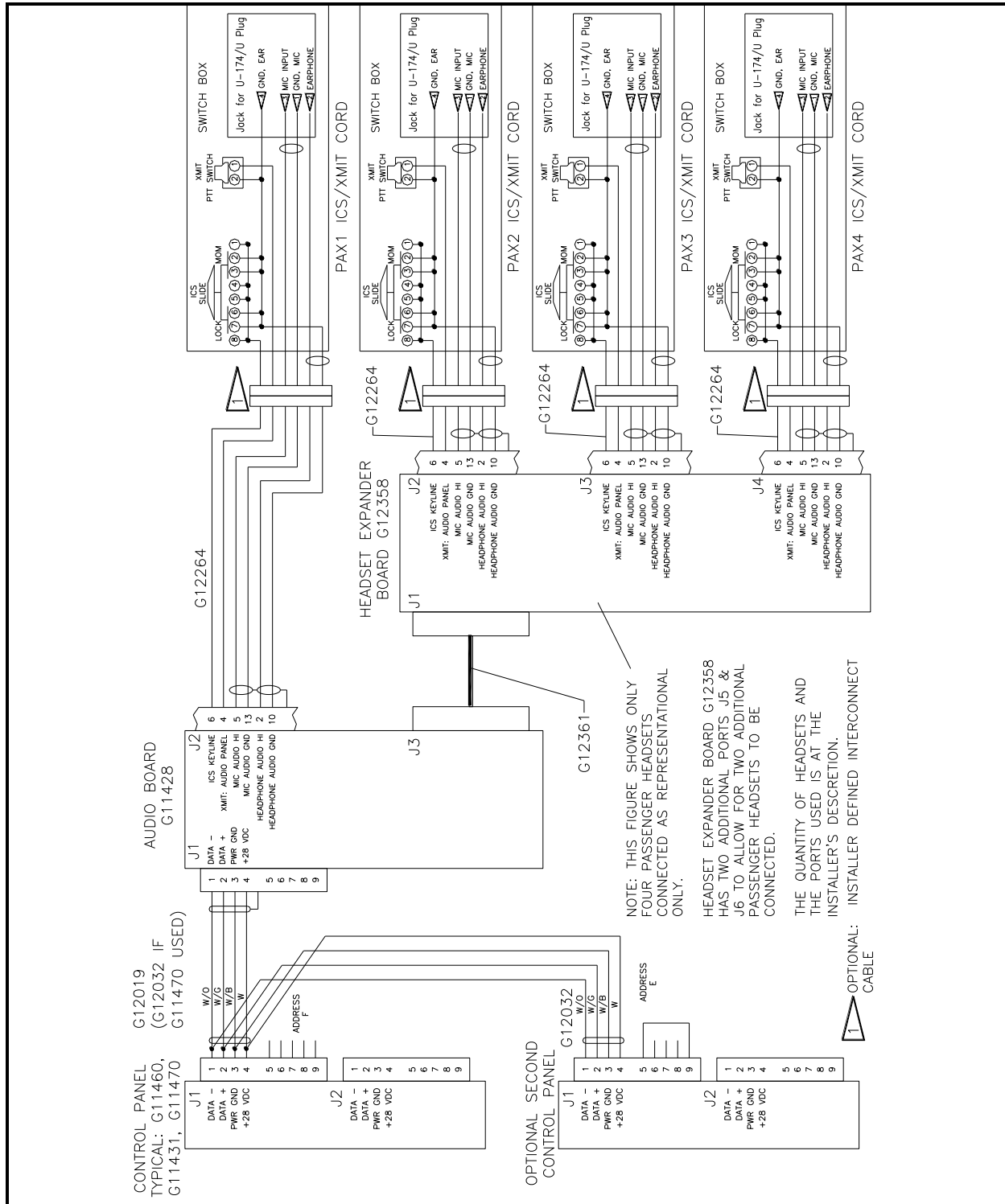


Figure 24: Audio System Passenger

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

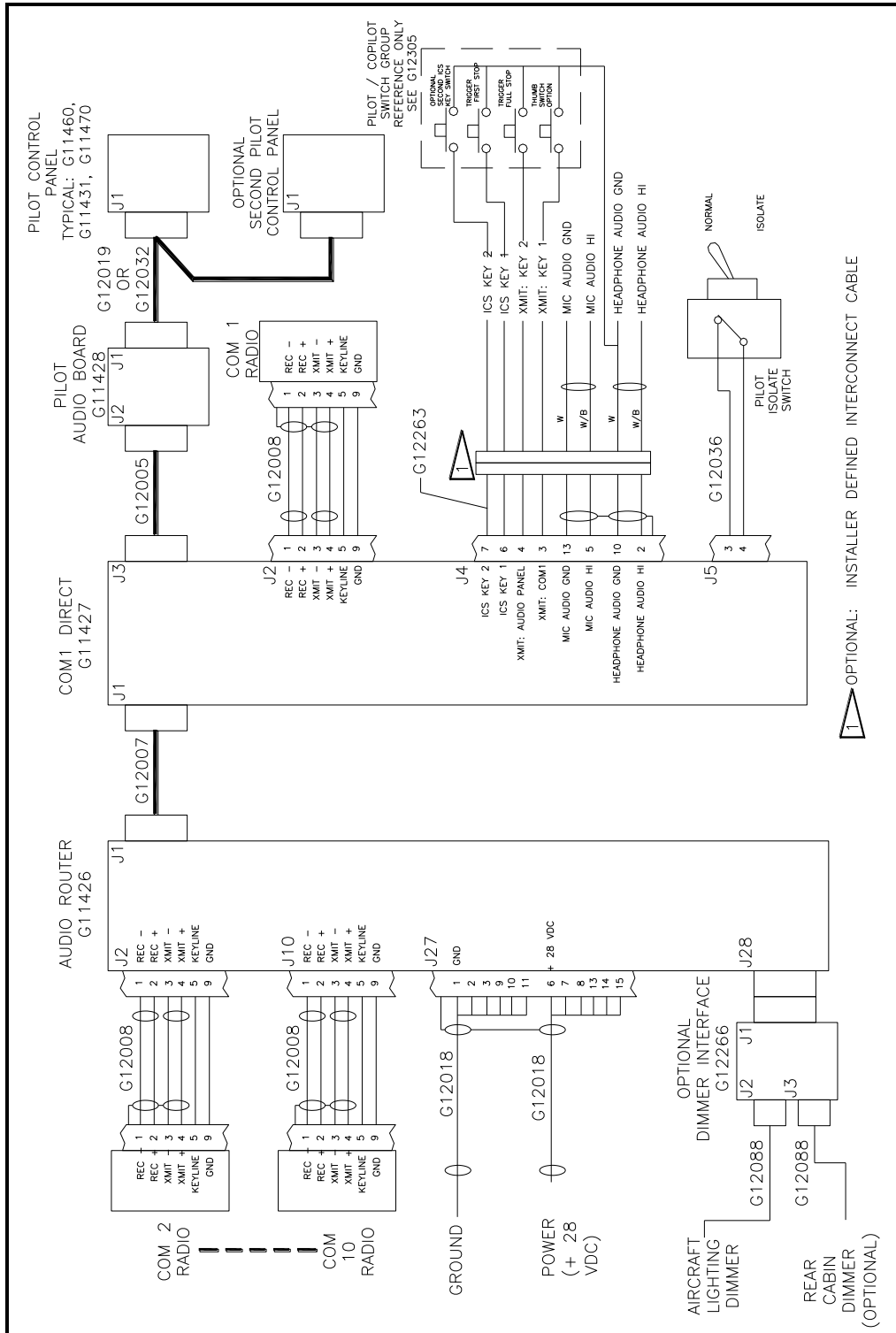


Figure 25: Audio System Router/Com1 Direct Hookup

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

7.3 Cable Construction

(D9F) OR (9F)	9 POSITION FEMALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757820-1 CONTACTS: TYCO/AMP 205090-1 BACKSHELL: KOBICONN 156-3009-E	(2M)	2 POSITION MALE MATE-N-LOK CONNECTOR CONNECTOR: TYCO/AMP 1-480319-0 CONTACTS: TYCO/AMP 60618-1
(D9M) OR (9M)	9 POSITION MALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757819-1 CONTACTS: TYCO/AMP 205089-1 BACKSHELL: KOBICONN 156-3009-E	(4F3)	3 POSITION FEMALE INLINE XLR CONNECTOR DELTRON 712-0300
(D15F) OR (15F)	15 POSITION FEMALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757820-21 CONTACTS: TYCO/AMP 205090-1 BACKSHELL: KOBICONN 156-3015-E	(4F4)	4 POSITION FEMALE INLINE XLR CONNECTOR DELTRON 712-0400
(D15M) OR (15M)	15 POSITION MALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757819-2 CONTACTS: TYCO/AMP 205089-1 BACKSHELL: KOBICONN 156-3015-E	(4F5)	5 POSITION FEMALE INLINE XLR CONNECTOR DELTRON 712-0500
(D25F) OR (25F)	25 POSITION FEMALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757820-3 CONTACTS: TYCO/AMP 205090-1 BACKSHELL: KOBICONN 156-3025-E	(4M3)	3 POSITION MALE INLINE XLR CONNECTOR DELTRON 713-0300
(D25M) OR (25M)	25 POSITION MALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757819-3 CONTACTS: TYCO/AMP 205089-1 BACKSHELL: KOBICONN 156-3025-E	(4M4)	4 POSITION MALE INLINE XLR CONNECTOR DELTRON 713-0400
(D37F) OR (37F)	37 POSITION FEMALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757820-4 CONTACTS: TYCO/AMP 205090-1 BACKSHELL: KOBICONN 156-3037-E	(1U-18)	SINGLE CONDUCTOR UNSHIELDED, 18 GAGE MIL-W-22759/16-18-9
(D37M) OR (37M)	37 POSITION MALE D SUBMINIATURE CONNECTOR CONNECTOR: TYCO/AMP 1757819-4 CONTACTS: TYCO/AMP 205089-1 BACKSHELL: KOBICONN 156-3037-E	(1U-20)	SINGLE CONDUCTOR UNSHIELDED, 20 GAGE MIL-W-22759/16-20-9
(D15FS) OR (15FS)	15 POSITION FEMALE D SUBMINIATURE CONNECTOR, SOLDER CUP CONNECTOR: TYCO/AMP 5-747909-2 BACKSHELL: KOBICONN 156-3015-E	(1U-22)	SINGLE CONDUCTOR UNSHIELDED, 22 GAGE MIL-W-22759/16-22-9
(15HMS)	15 POSITION MALE D SUBMINIATURE CONNECTOR, SOLDER CUP, HIGH DENSITY CONNECTOR: NORCOMP 180-015-103L001 BACKSHELL: KOBICONN 156-3009-E	(1U-24)	SINGLE CONDUCTOR UNSHIELDED, 24 GAGE MIL-W-22759/16-24-9
(U92)	U92/UA HELICOPTER HEADSET JACK BULKHEAD: NEXUS TJ-120 INLINE: NEXUS TJ-102	(1S-10)	SINGLE CONDUCTOR SHIELDED, 10 GAGE MIL-DTL-27500-10TG1T14
(2F)	2 POSITION FEMALE MATE-N-LOK CONNECTOR CONNECTOR: TYCO/AMP 1-480318-0 CONTACTS: TYCO/AMP 60617-1	(1S-14)	SINGLE CONDUCTOR SHIELDED, 14 GAGE MIL-DTL-27500-14TG1T14
		(1S-16)	SINGLE CONDUCTOR SHIELDED, 16 GAGE MIL-DTL-27500-16TG1T14
		(1S-18)	SINGLE CONDUCTOR SHIELDED, 18 GAGE MIL-DTL-27500-18TG1T14
		(1S-20)	SINGLE CONDUCTOR SHIELDED, 20 GAGE MIL-DTL-27500-20TG1T14
		(1S-22)	SINGLE CONDUCTOR SHIELDED, 22 GAGE MIL-DTL-27500-22TG1T14
		(2S-20)	SHIELDED TWISTED PAIR, 20 GAGE MIL-DTL-27500-20TG2T14
		(2S-22)	SHIELDED TWISTED PAIR, 22 GAGE MIL-DTL-27500-22TG2T14
		(3S-22)	SHIELDED TWISTED TRIPLE, 22 GAGE MIL-DTL-27500-22TG3T14
		(4S-22)	SHIELDED TWISTED QUAD, 22 GAGE MIL-DTL-27500-22TG4T14

Figure 26: Connector and Wire Parts List Part 1

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

(15S-22)	15 CONDUCTOR SHIELDED, 22 GAGE WIREMASTERS WMTZWAAF247
(16U-28)	16 CONDUCTOR RIBBON CABLE, 28 GAGE 3M 3365/16SF
(1U-18)	SINGLE CONDUCTOR UNSHIELDED, 18 GAGE MIL-W-22759/16-18-9
(1U-20)	SINGLE CONDUCTOR UNSHIELDED, 20 GAGE MIL-W-22759/16-20-9
(1U-22)	SINGLE CONDUCTOR UNSHIELDED, 22 GAGE MIL-W-22759/16-22-9
(1U-24)	SINGLE CONDUCTOR UNSHIELDED, 24 GAGE MIL-W-22759/16-24-9
(1S-10)	SINGLE CONDUCTOR SHIELDED, 10 GAGE MIL-DTL-27500-10TG1T14
(1S-14)	SINGLE CONDUCTOR SHIELDED, 14 GAGE MIL-DTL-27500-14TG1T14
(1S-16)	SINGLE CONDUCTOR SHIELDED, 16 GAGE MIL-DTL-27500-16TG1T14
(1S-18)	SINGLE CONDUCTOR SHIELDED, 18 GAGE MIL-DTL-27500-18TG1T14
(1S-20)	SINGLE CONDUCTOR SHIELDED, 20 GAGE MIL-DTL-27500-20TG1T14
(1S-22)	SINGLE CONDUCTOR SHIELDED, 22 GAGE MIL-DTL-27500-22TG1T14
(2S-20)	SHIELDED TWISTED PAIR, 20 GAGE MIL-DTL-27500-20TG2T14
(2S-22)	SHIELDED TWISTED PAIR, 22 GAGE MIL-DTL-27500-22TG2T14
(3S-22)	SHIELDED TWISTED TRIPLE, 22 GAGE MIL-DTL-27500-22TG3T14
(4S-22)	SHIELDED TWISTED QUAD, 22 GAGE MIL-DTL-27500-22TG4T14
(15S-22)	15 CONDUCTOR SHIELDED, 22 GAGE WIREMASTERS WMTZWAAF247
(16U-28)	16 CONDUCTOR RIBBON CABLE, 28 GAGE 3M 3365/16SF

Figure 27: Connector and Wire Parts List Part 2

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

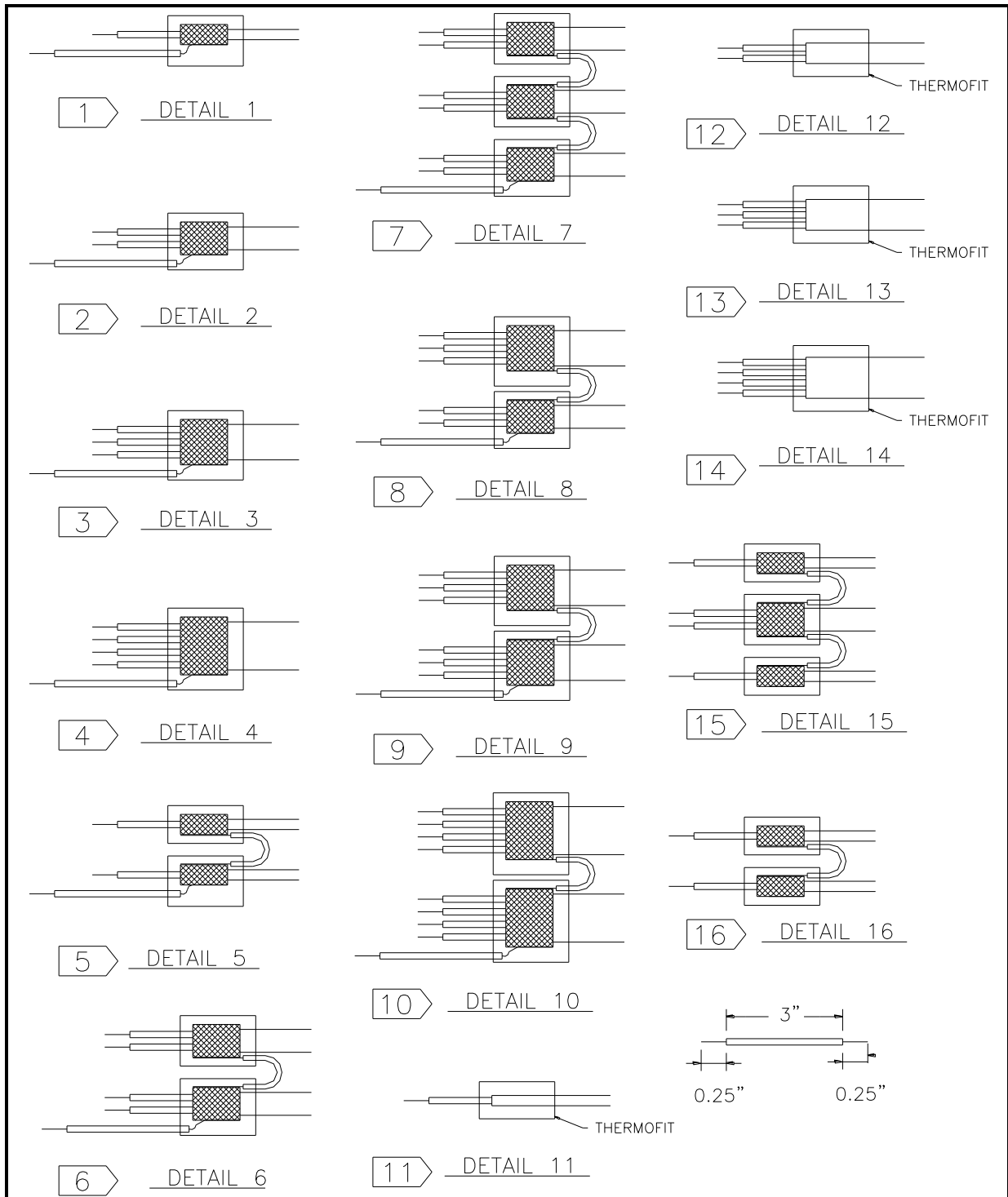


Figure 28: Cable Assembly Detail Wire Termination

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

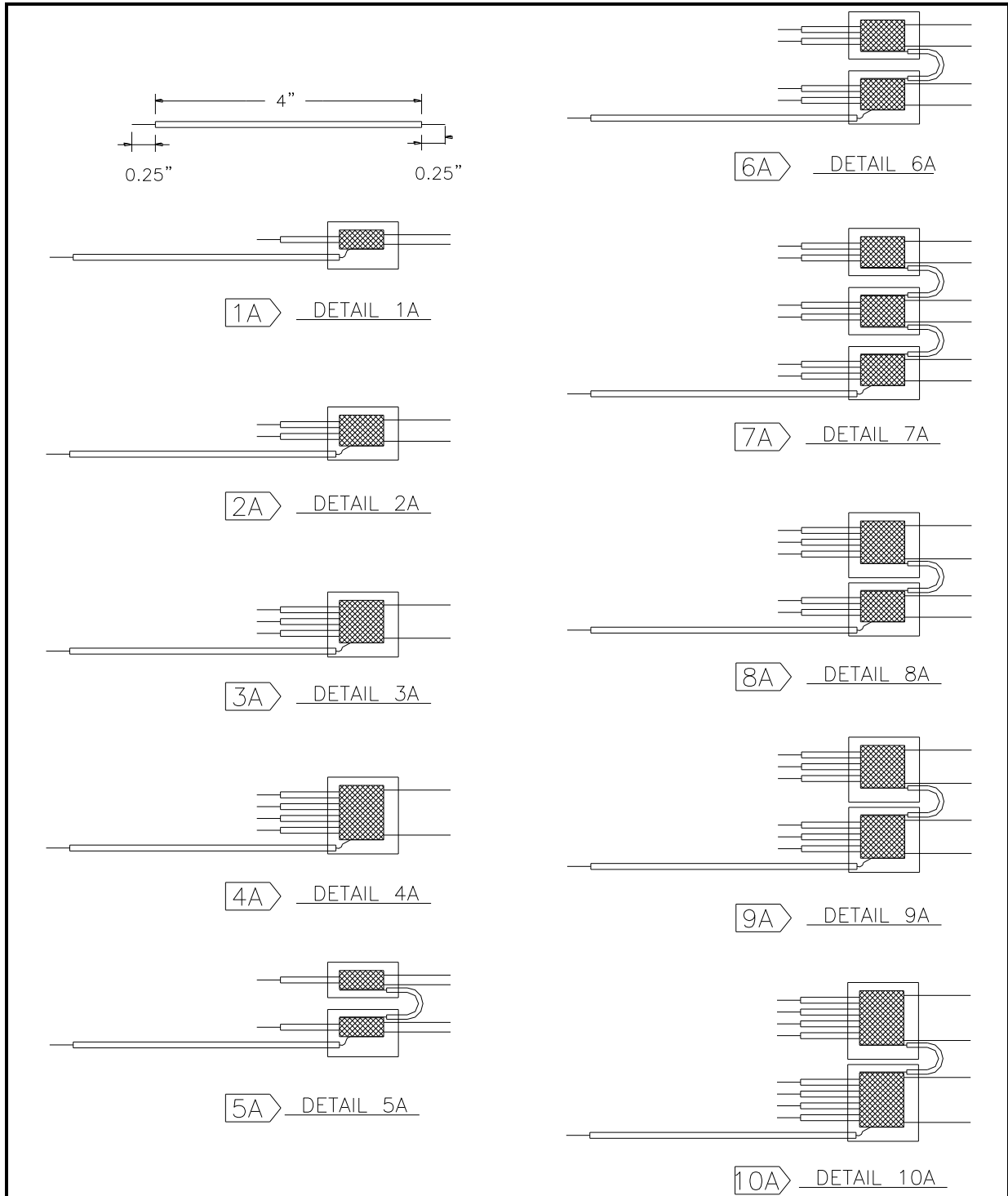


Figure 29: Cable Assembly Detail Wire Termination 2

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

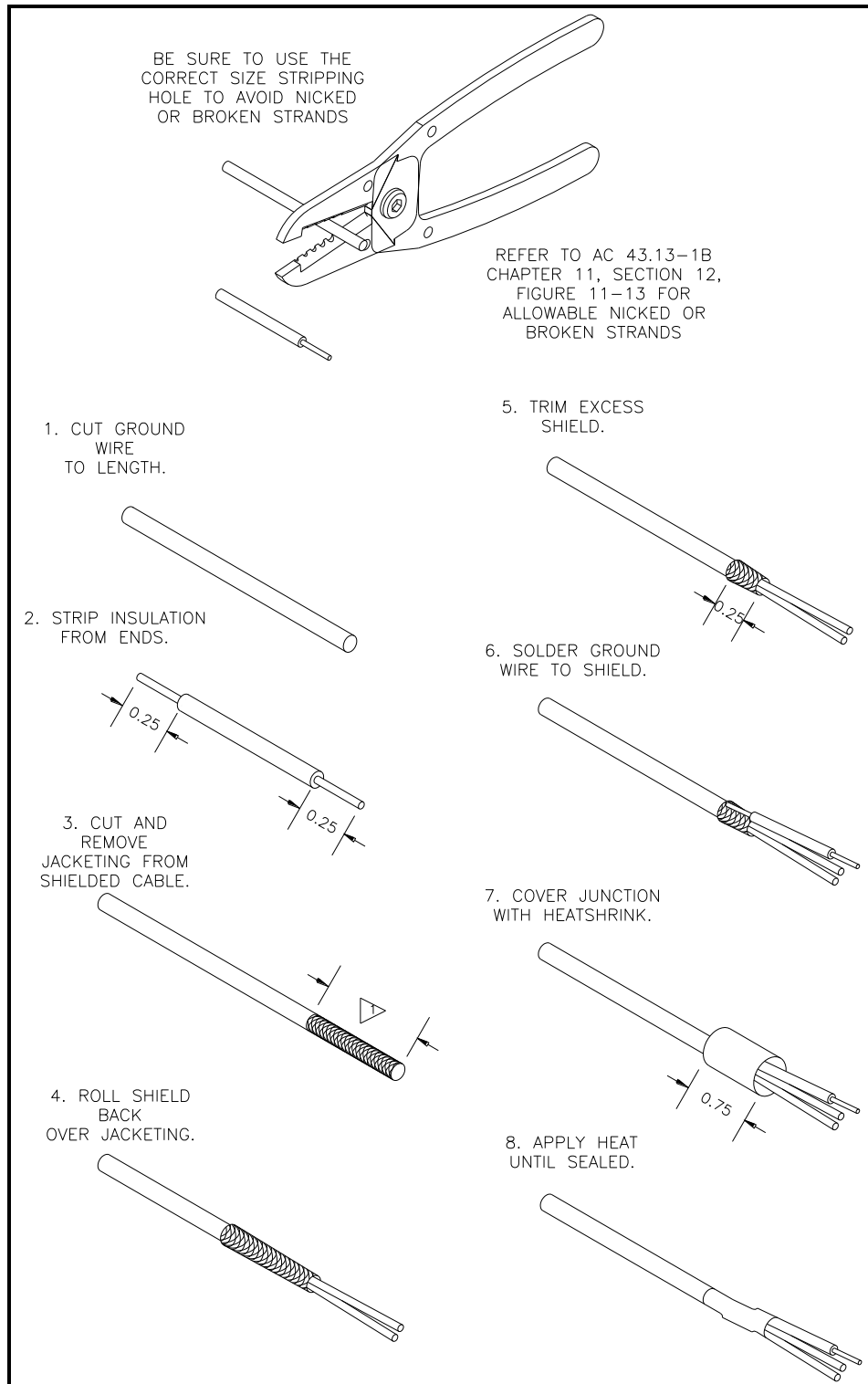


Figure 30: Cable Assembly Detail Wire Preparation

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

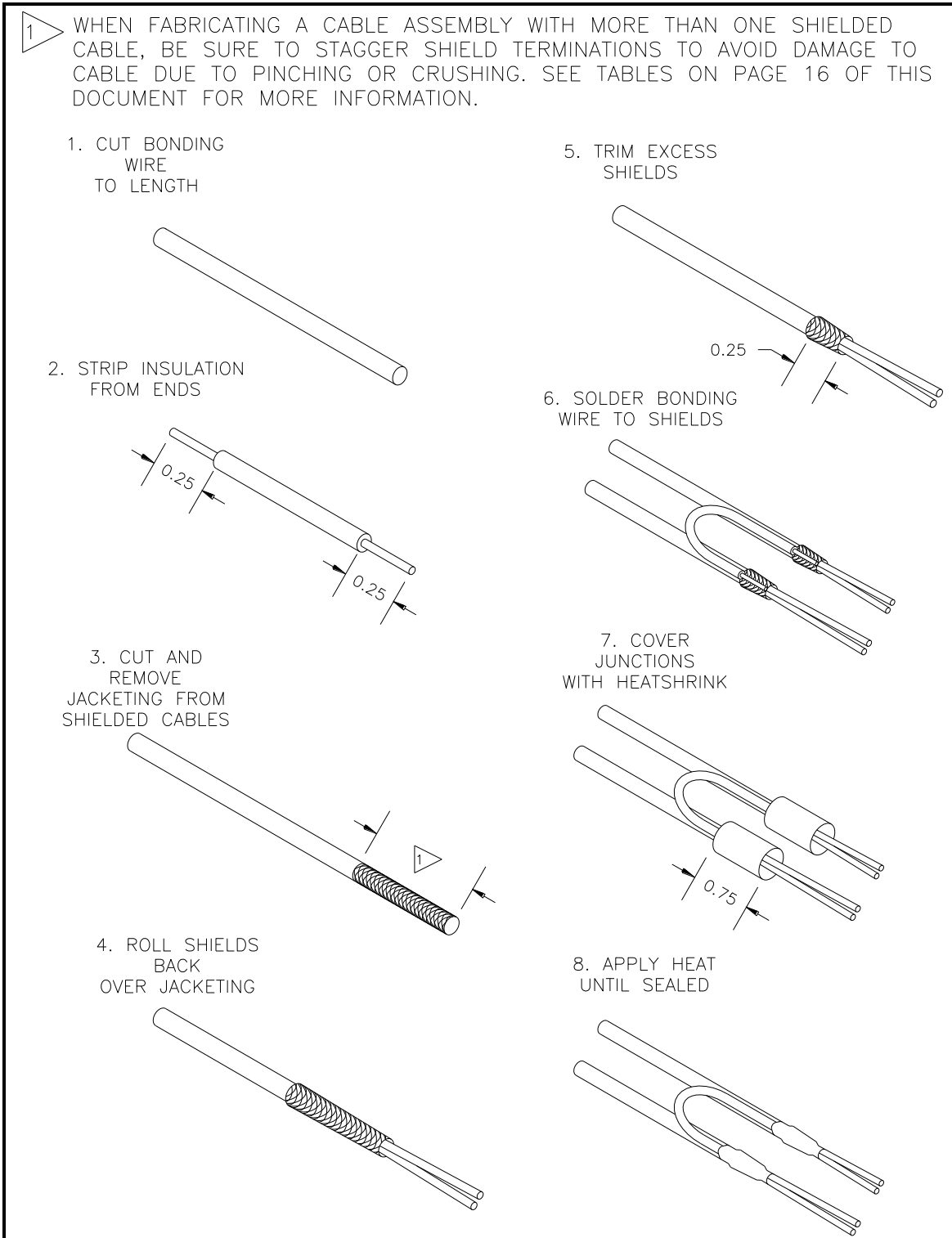


Figure 31: Cable Assembly Detail Wire Preparation 2

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

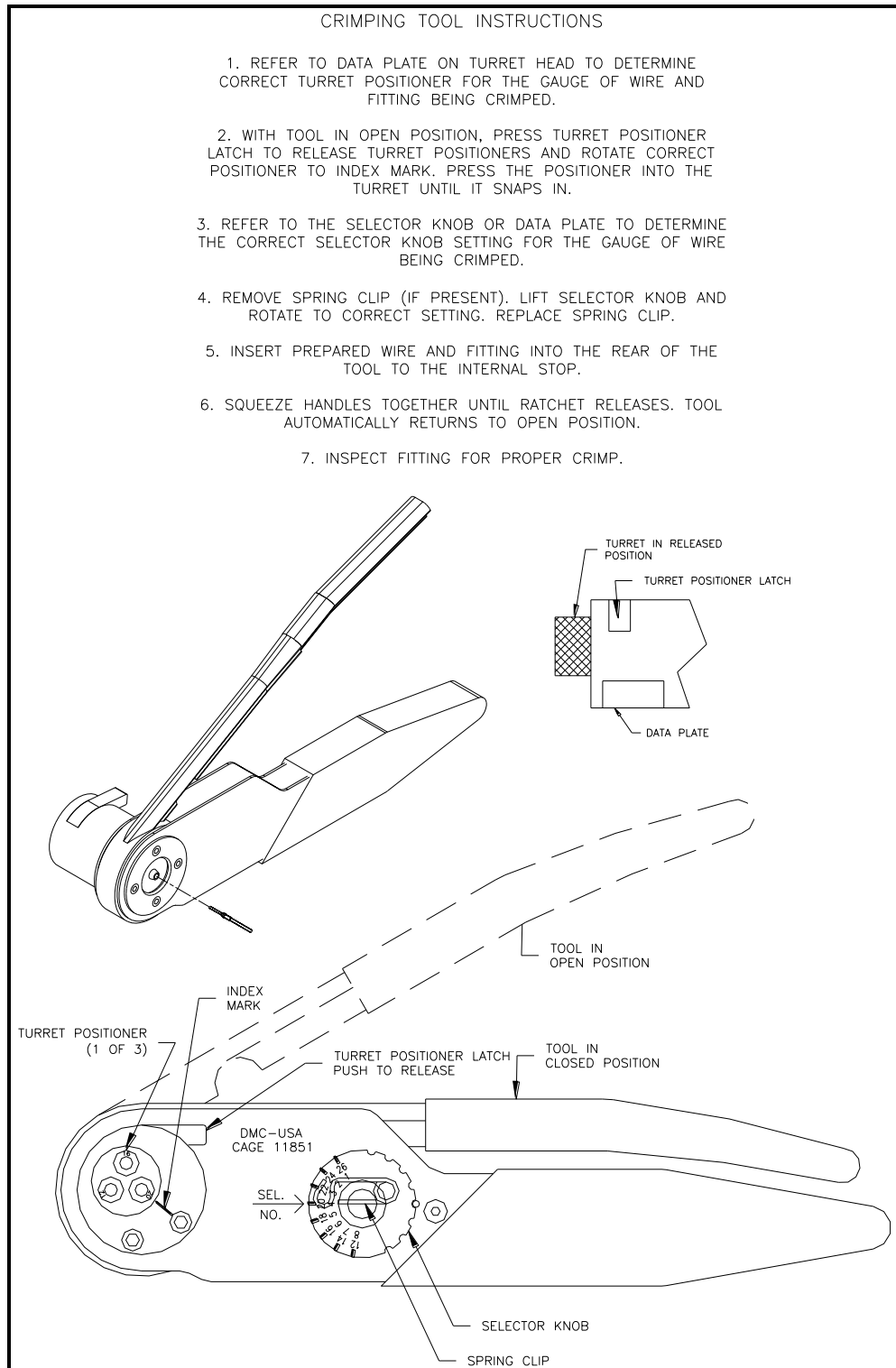


Figure 32: Cable Assembly Detail Crimping Tool

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

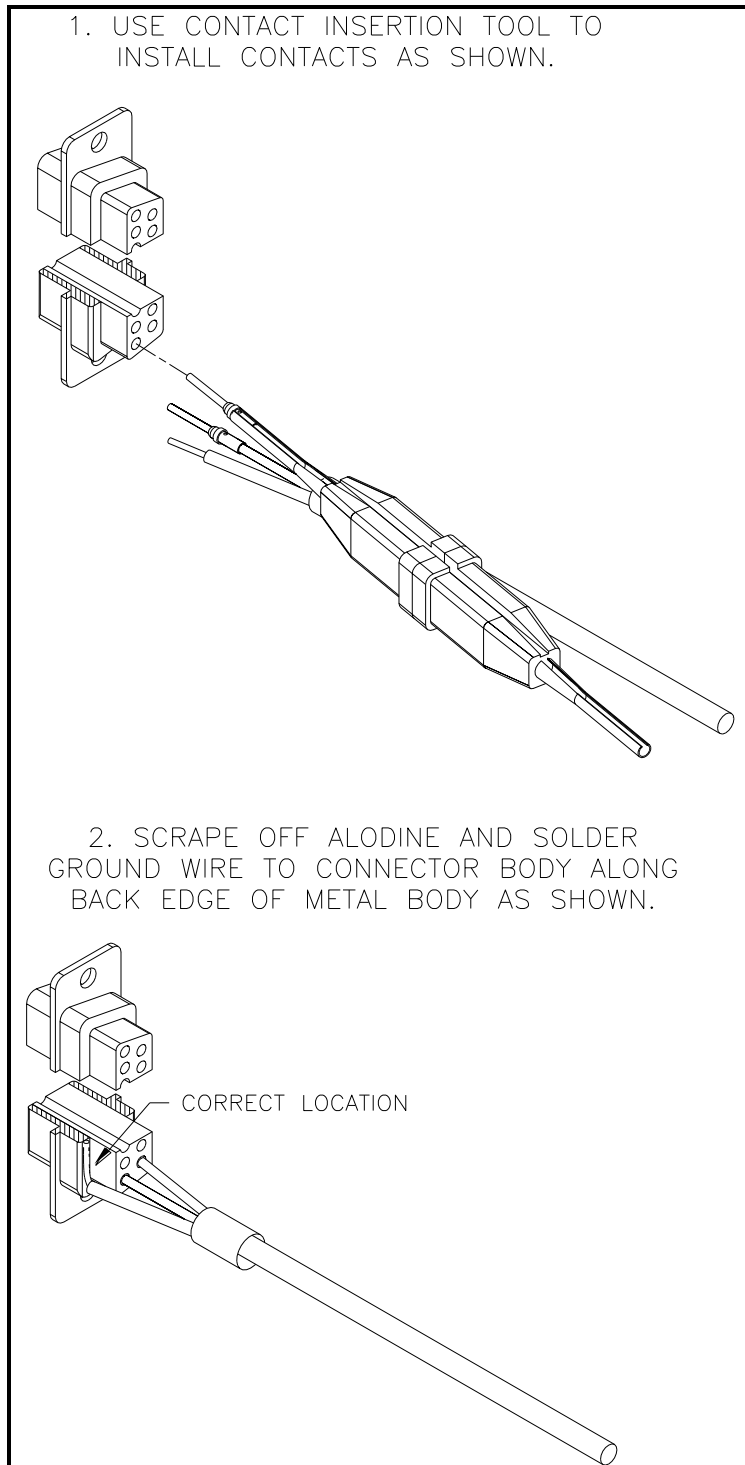


Figure 33: Cable Assembly Detail Contacts and Shield

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

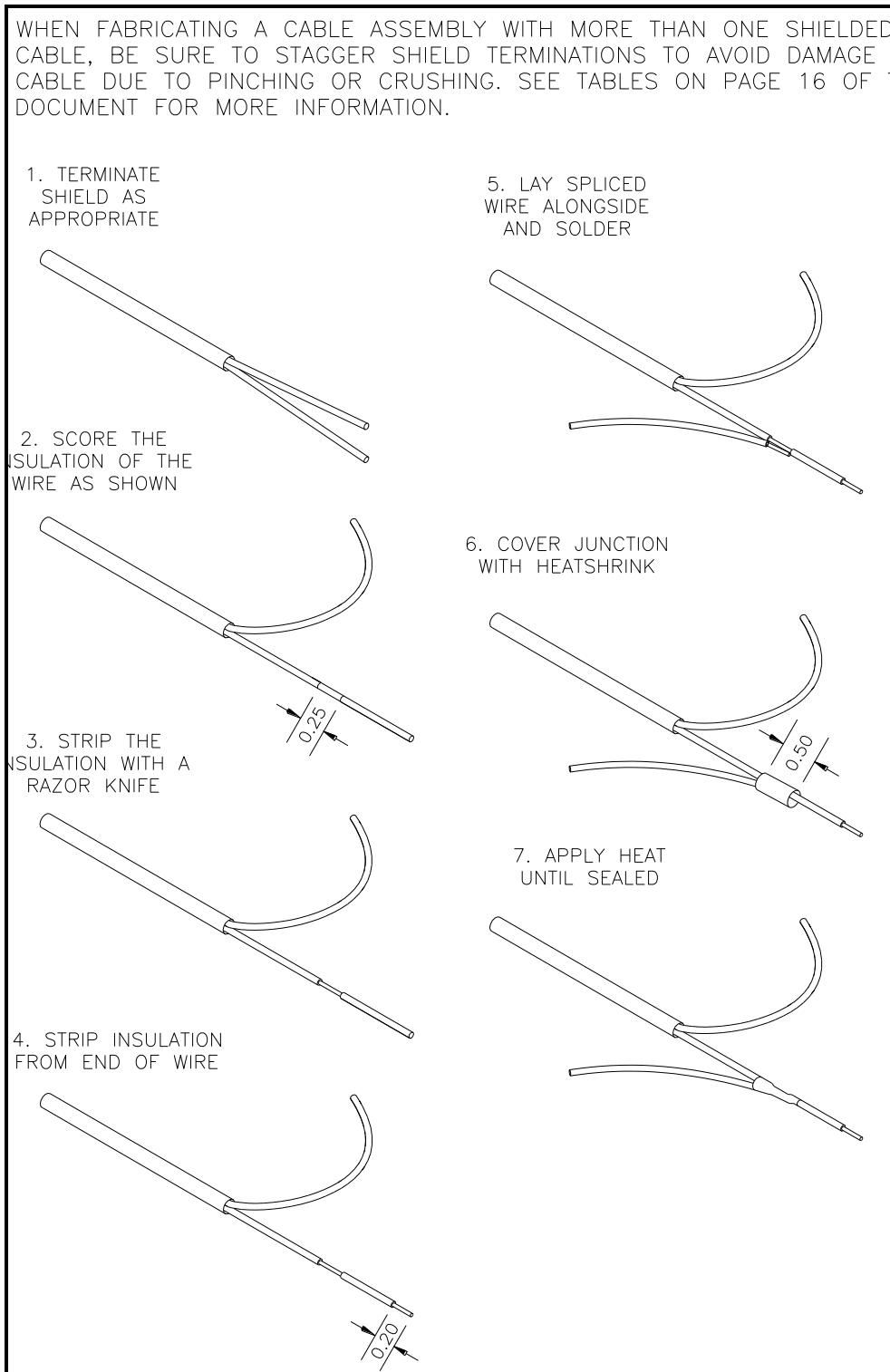


Figure 34: Cable Assembly Detail Inline Splice

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

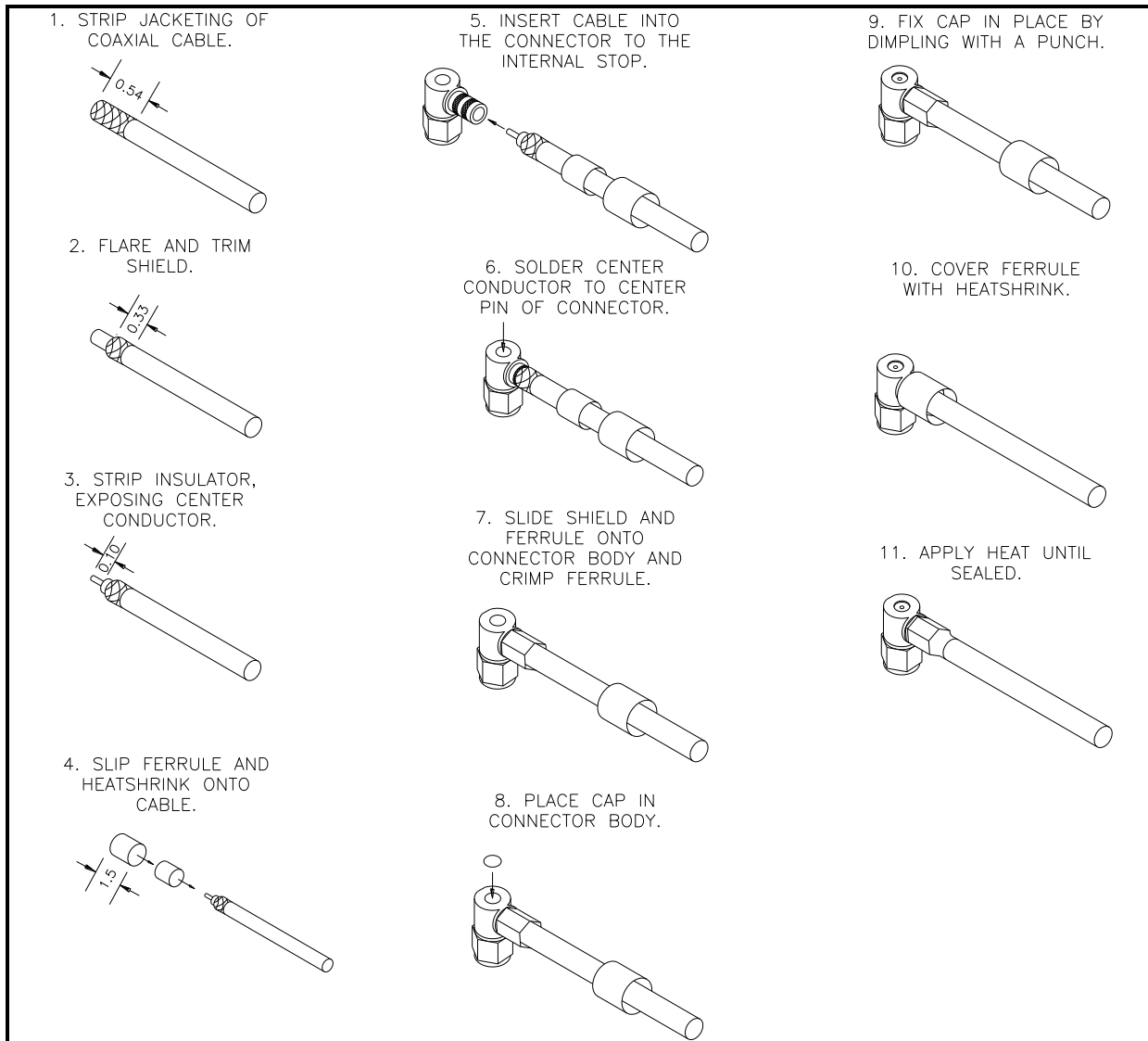


Figure 35: Cable Assembly Detail Amphenol R/A SMA Connector

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

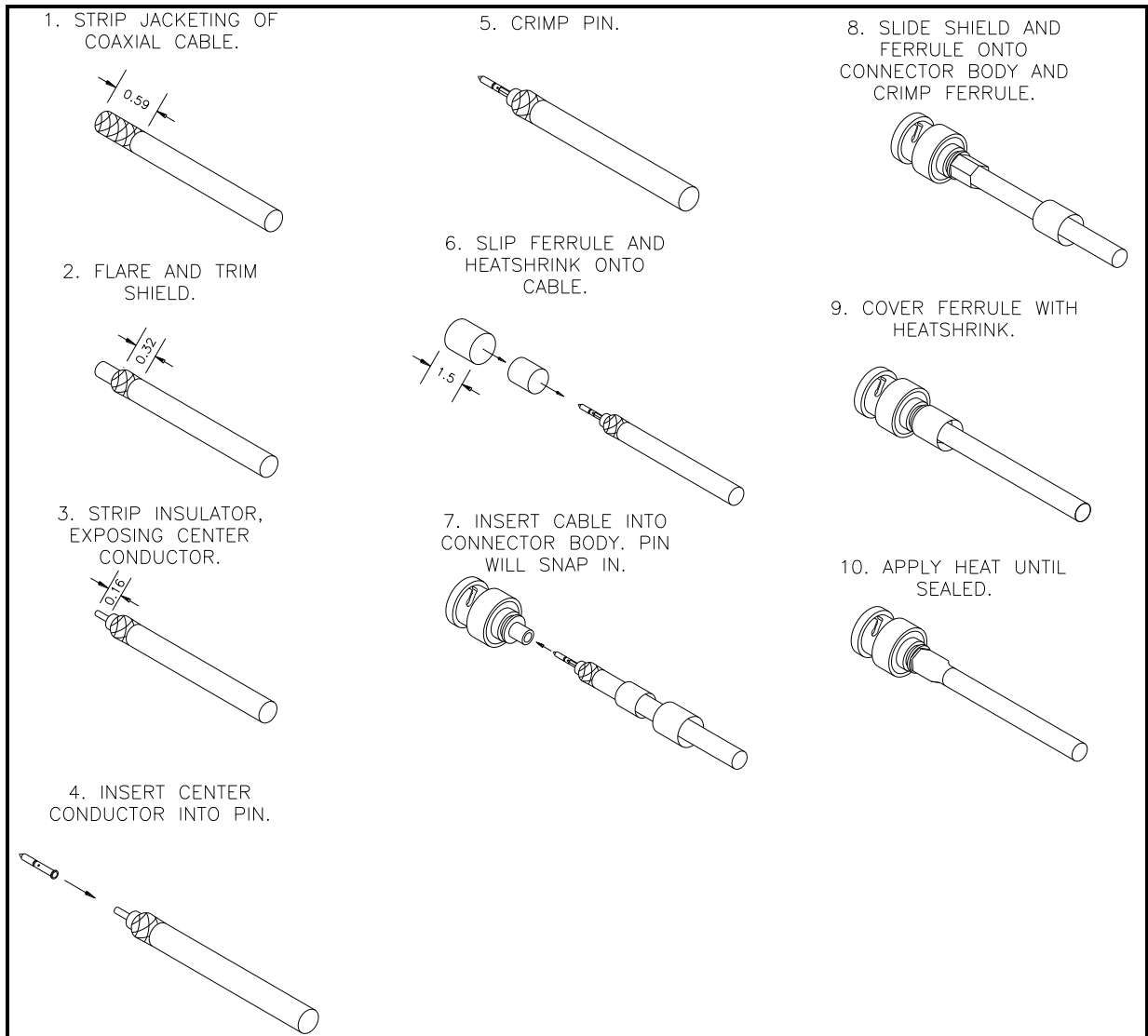


Figure 36: Cable Assembly Detail BNC, Coaxial

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

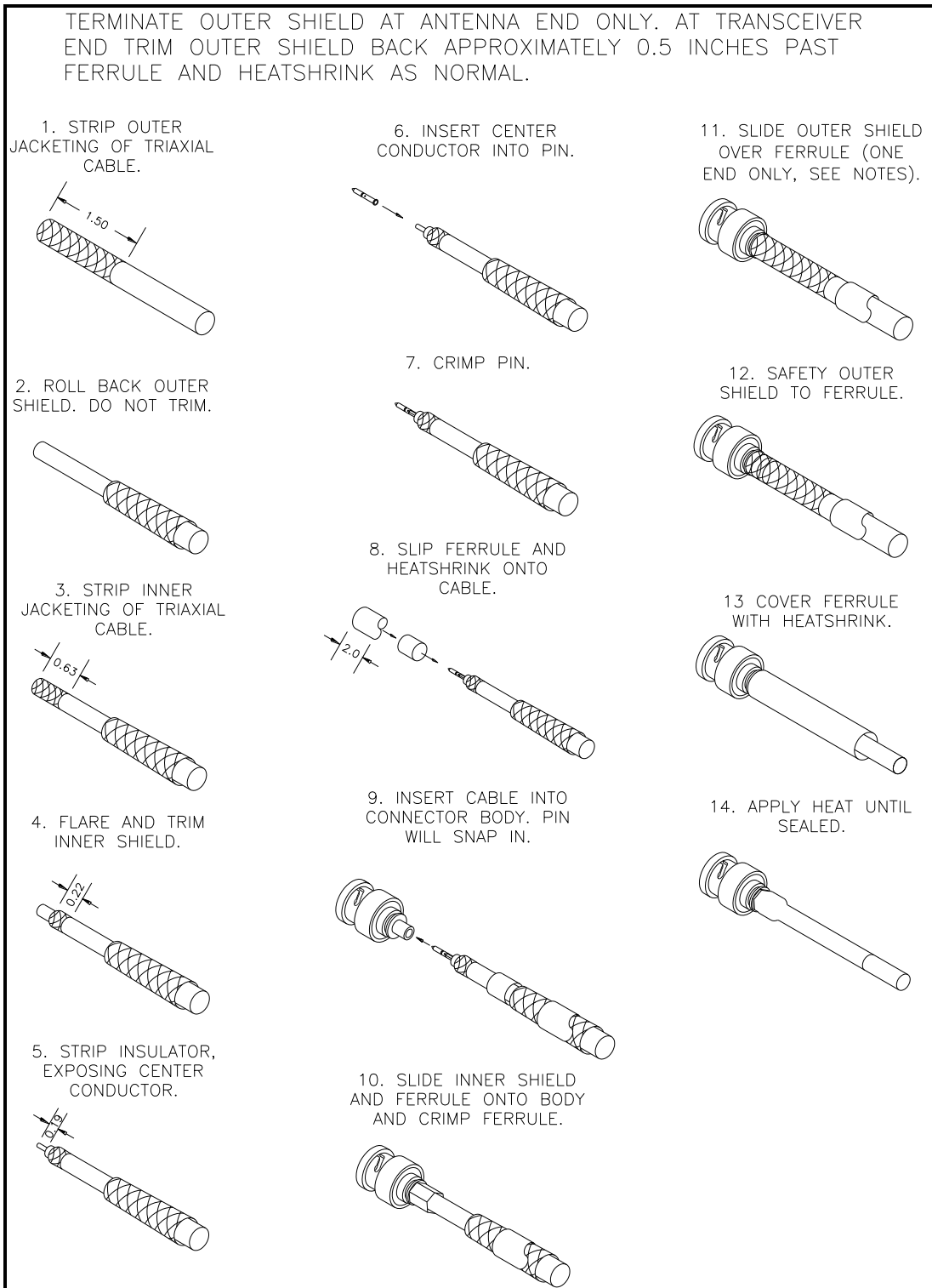


Figure 37: Cable Assembly Detail BNC, Triaxial

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

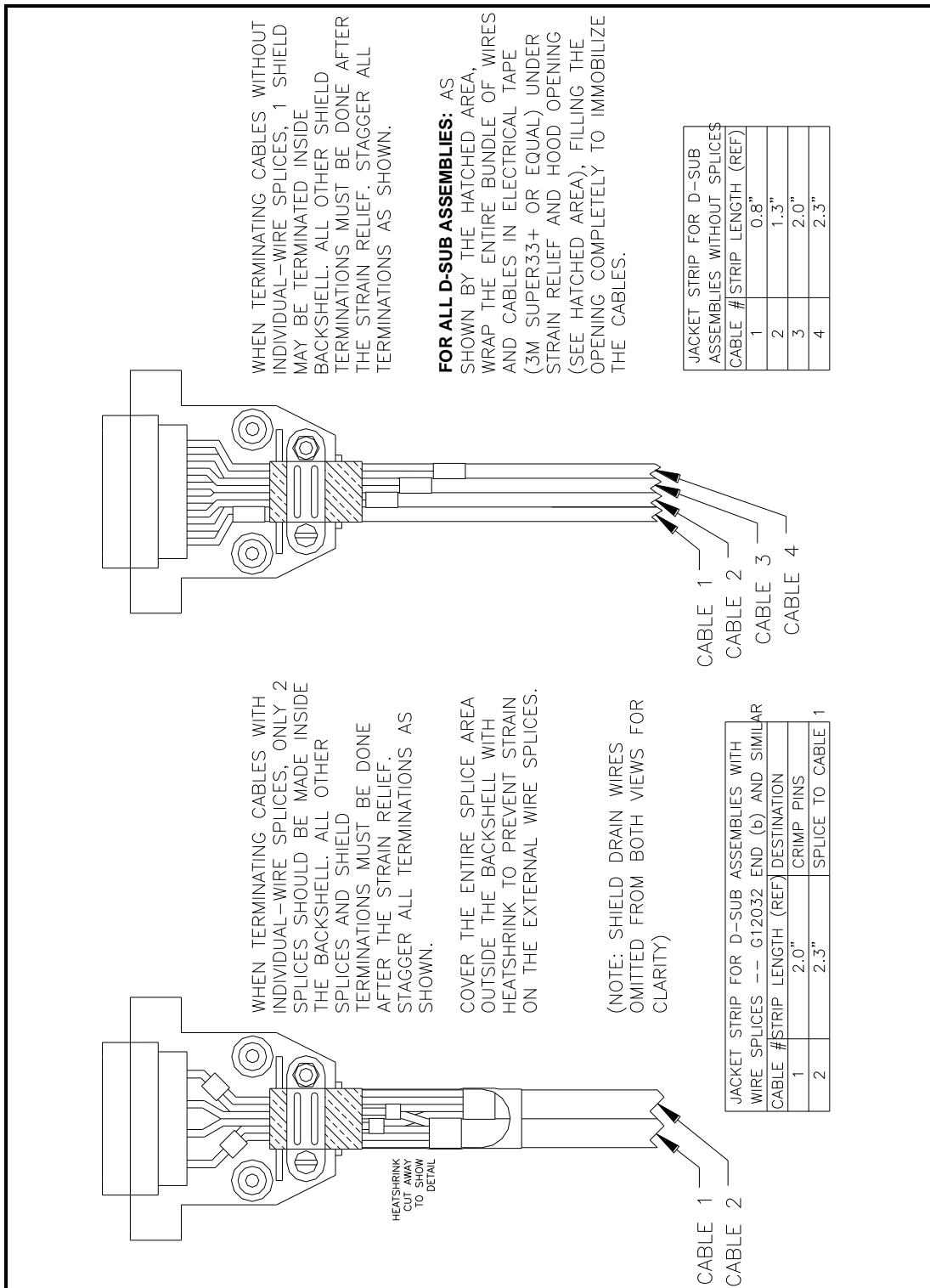


Figure 38: Cable Assembly Detail Splice and Shield Staggering

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

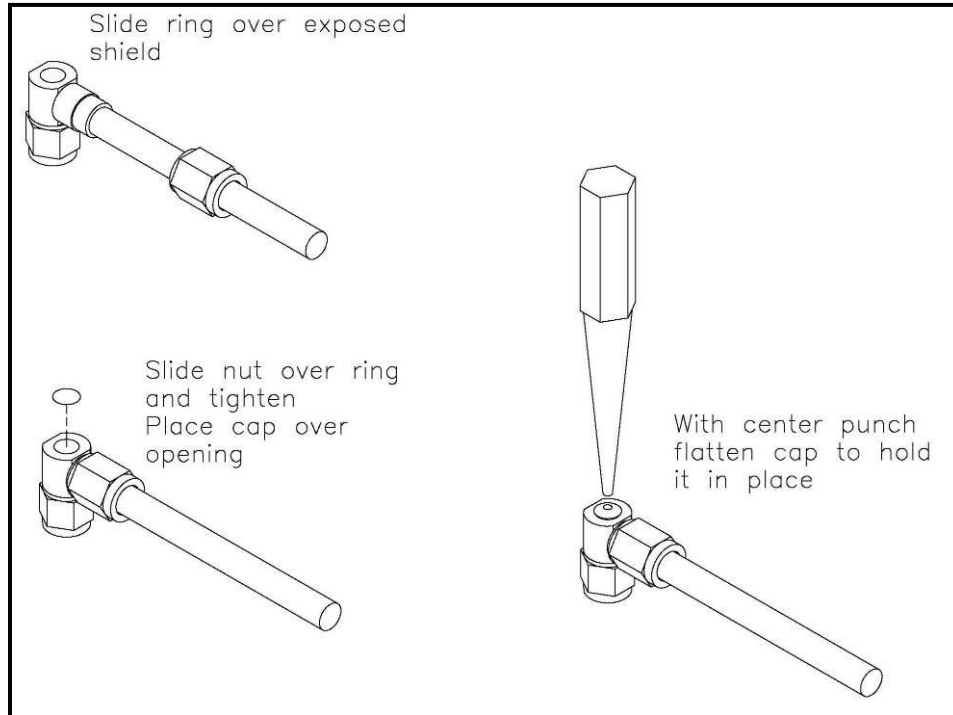


Figure 39: Cable Assembly Detail Spice and Shield Staggering

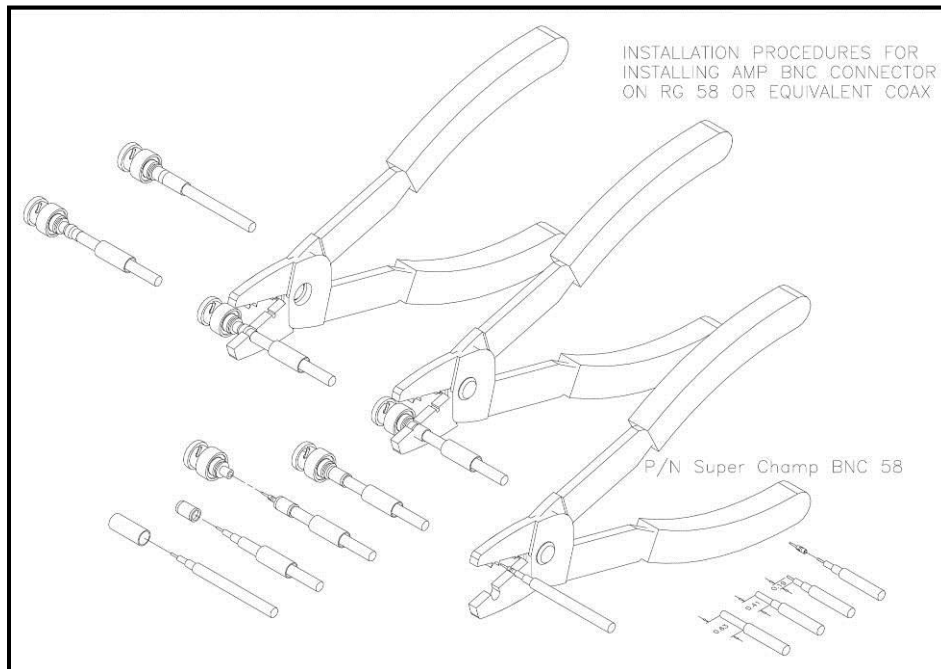


Figure 40: Cable Assembly Detail AMP 22395-1 50 OHM

SUBJECT
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

REF. MDL.
GA182

REPORT NO.
ICA182-2
Rev. C
11/7/17

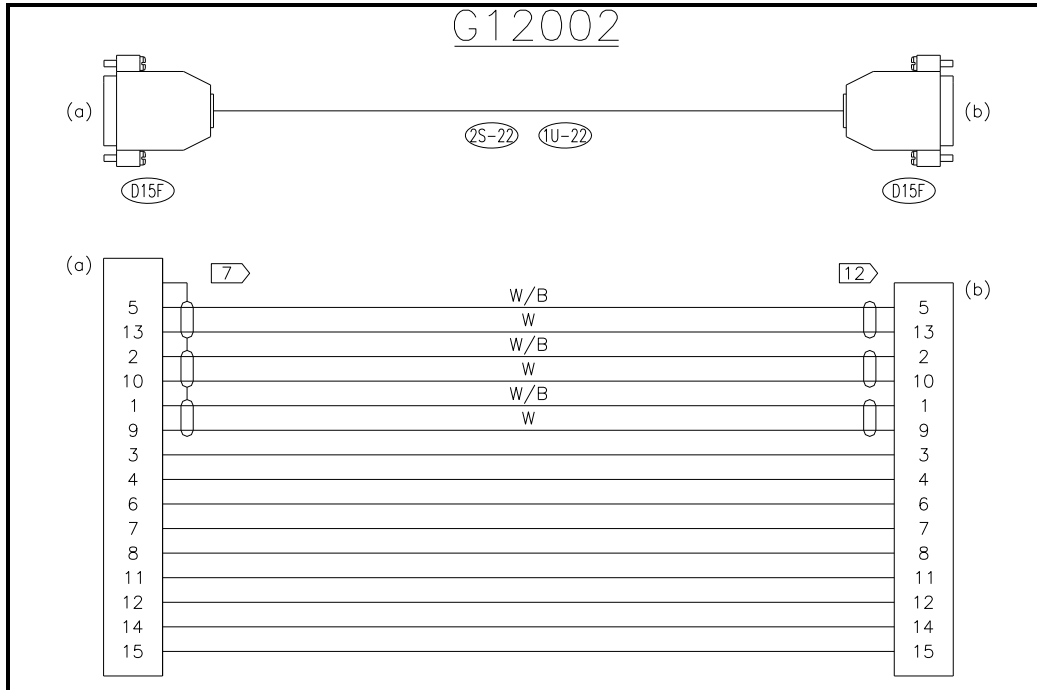


Figure 41: G12002 Passenger Audio and Keying Cable

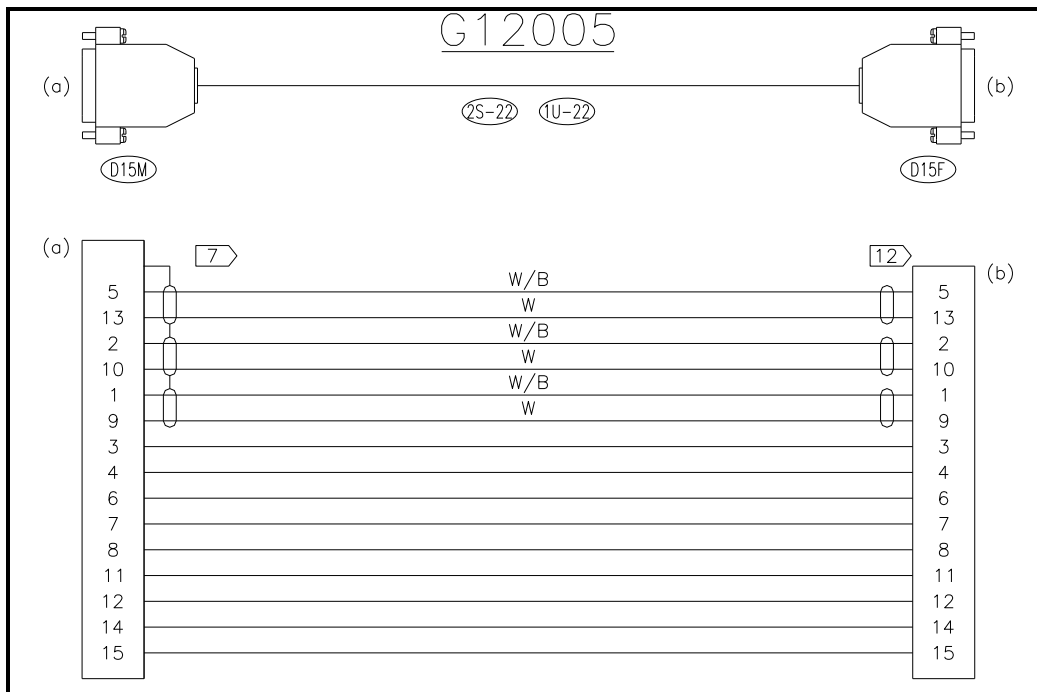


Figure 42: G12005 COM 1 Direct to Audio Control Interconnect Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

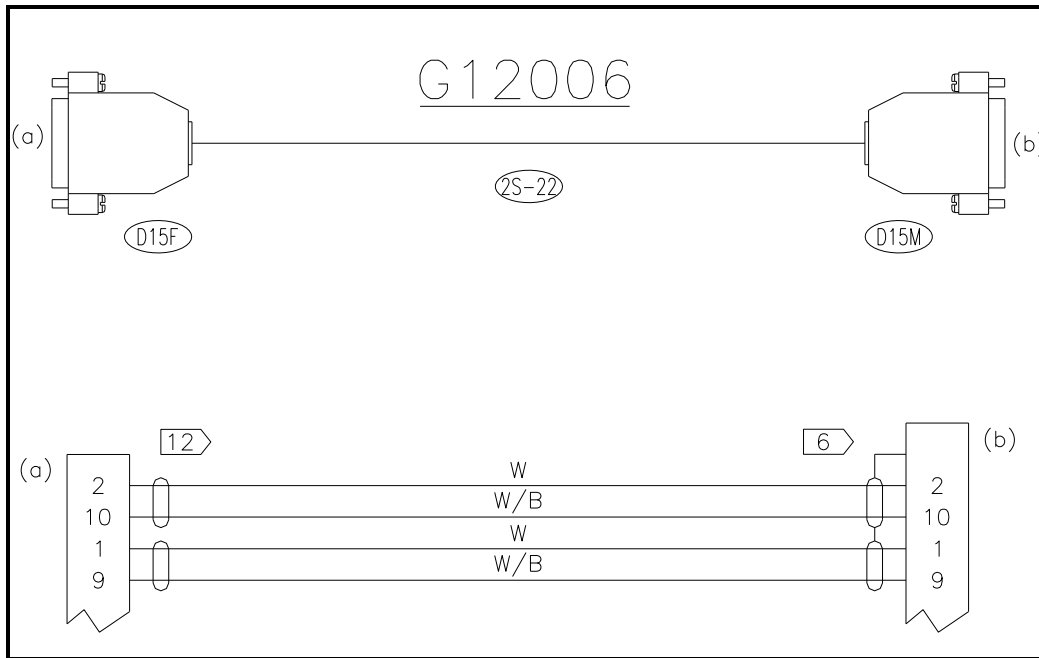


Figure 43: G12006 Audio Control J2 to Audio Expander J3 Cable

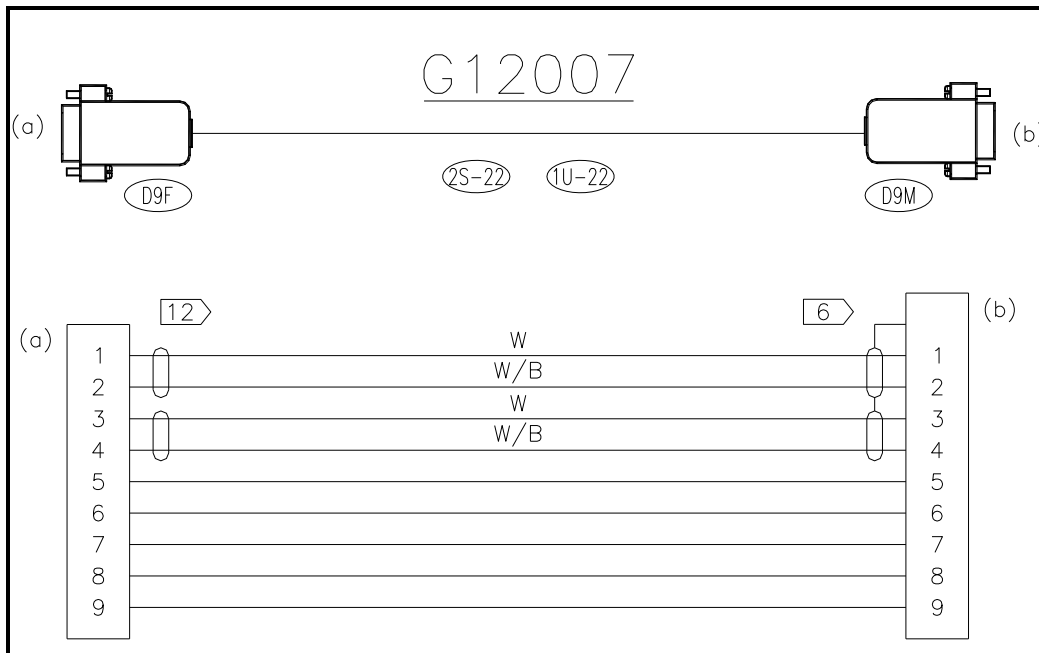


Figure 44: G12007 Audio Expander to Backplane Interconnect Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

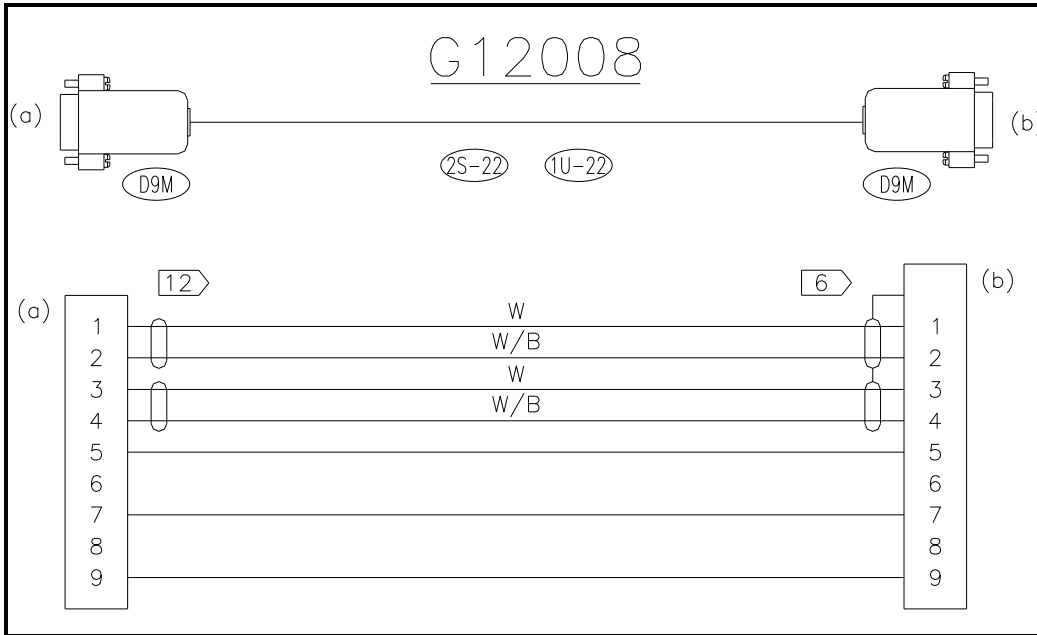


Figure 45: G12008 Radio to Backplane Interconnect Cable

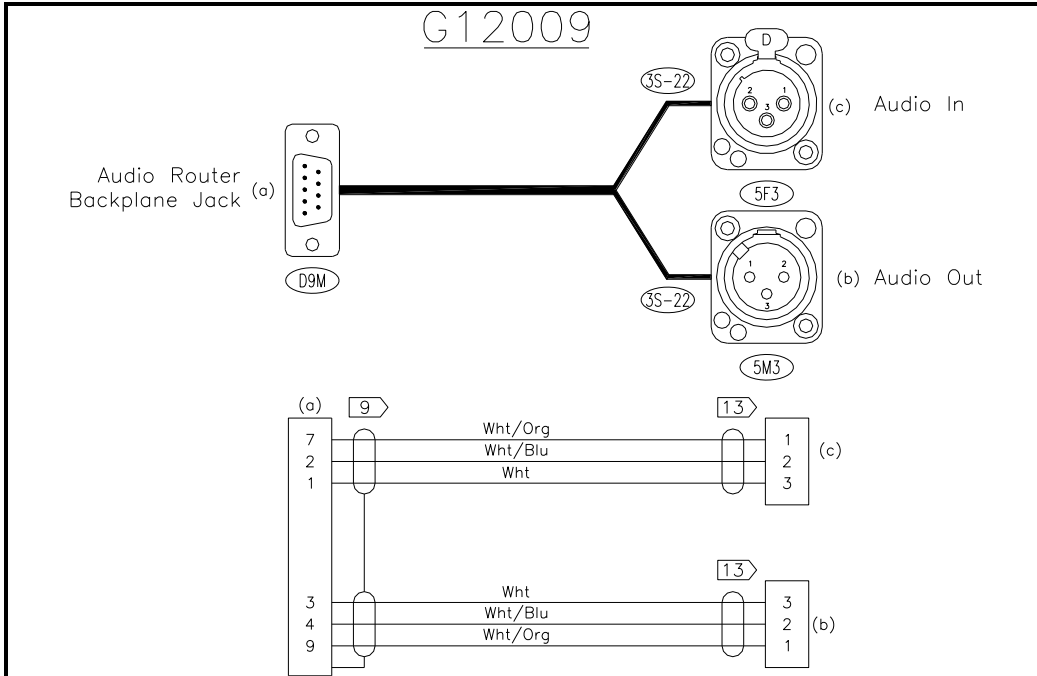


Figure 46: G12009 Bulkhead XLRs to/from Audio Backplane Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

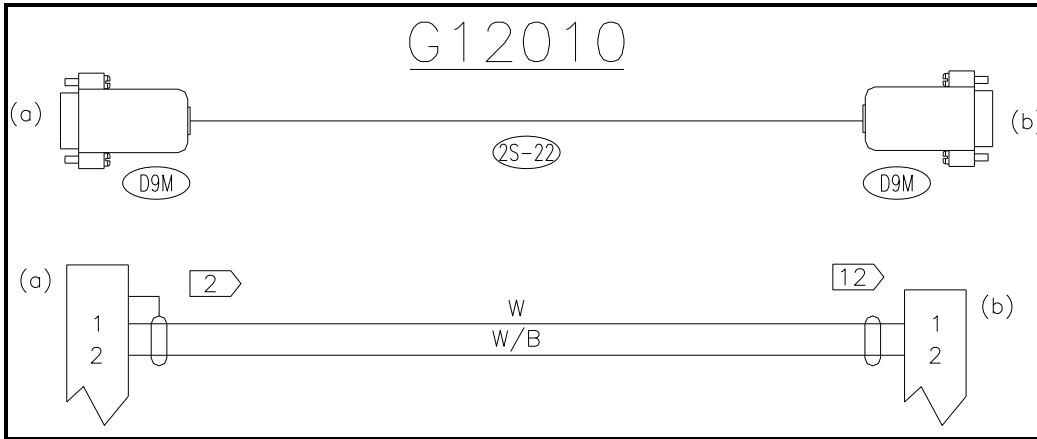


Figure 47: G12010 Receive Audio to Backplane Cable

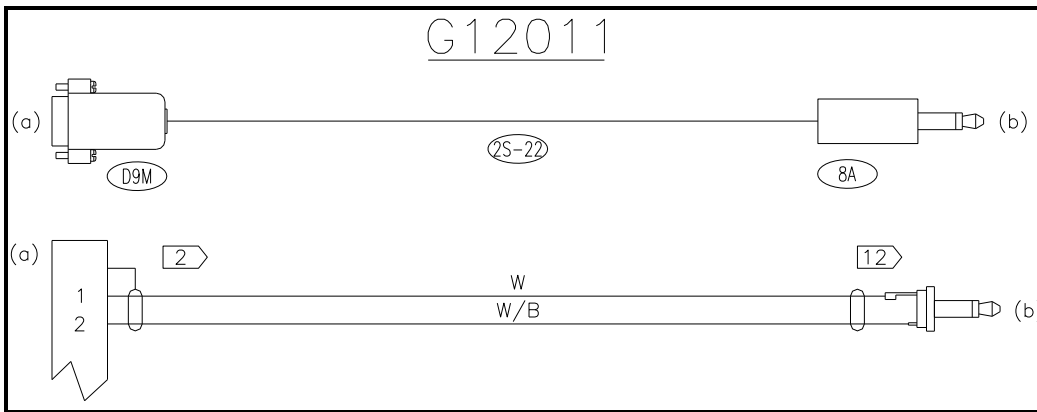


Figure 48: G12011 Scanner Audio Cable

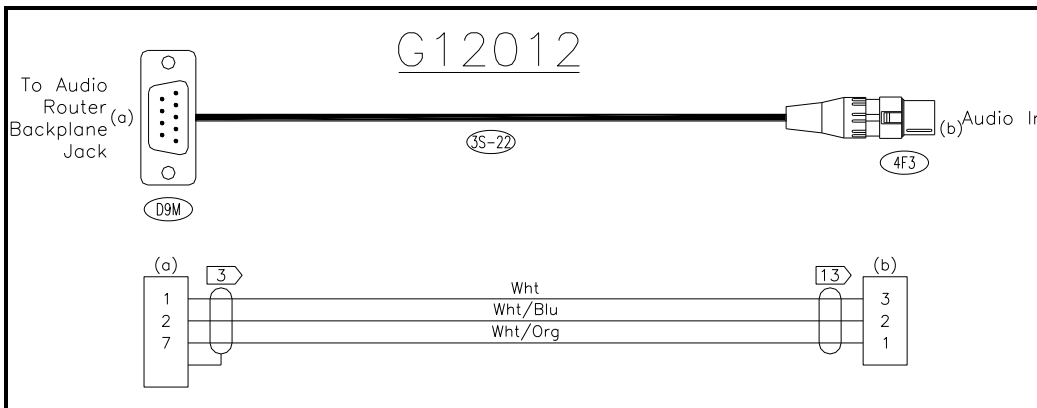


Figure 49: G12012 Inline XLR3F to Audio Backplane Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

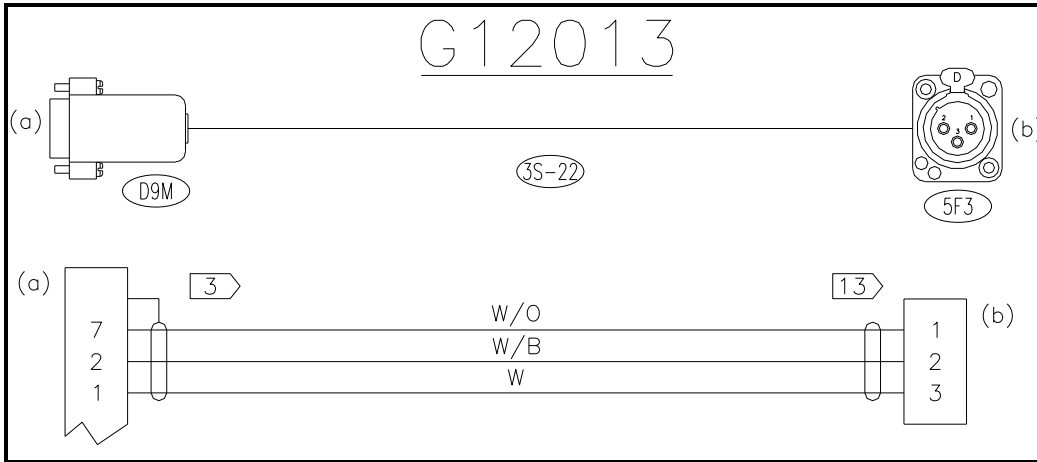


Figure 50: G12013 Audio to Backplane Cable

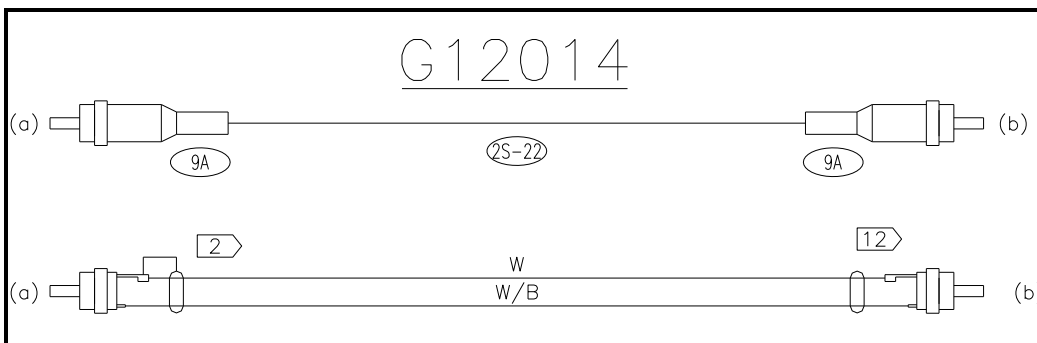


Figure 51: G12014 Audio Backplane J17 Cable

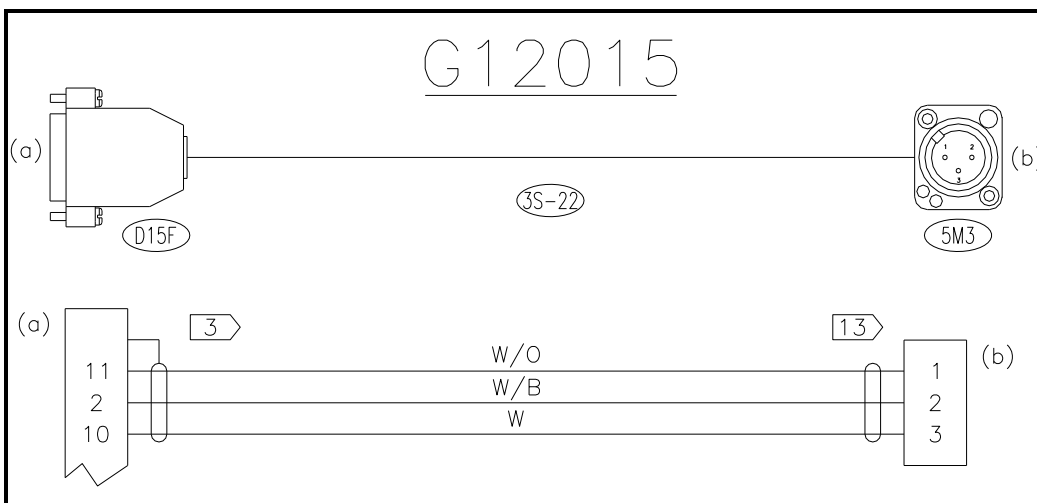


Figure 52: G12015 Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

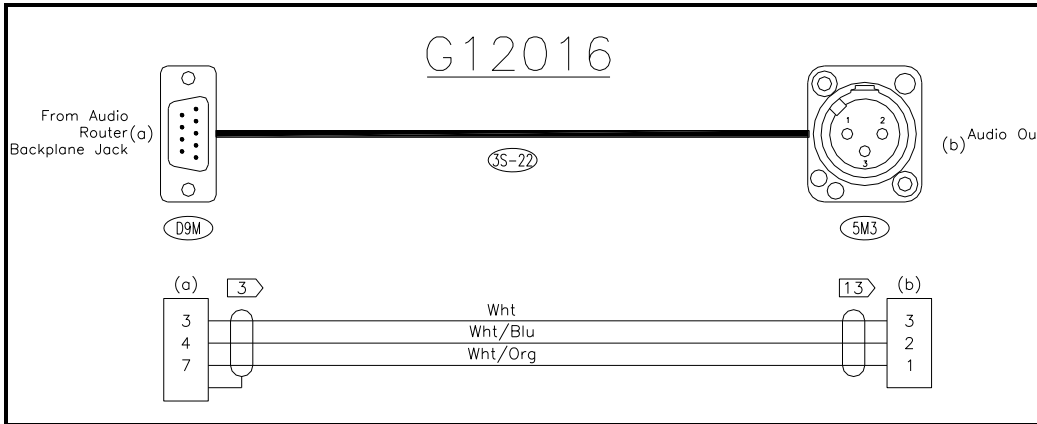


Figure 53: G12016 From Backplane to Bulkhead XLR3M Cable

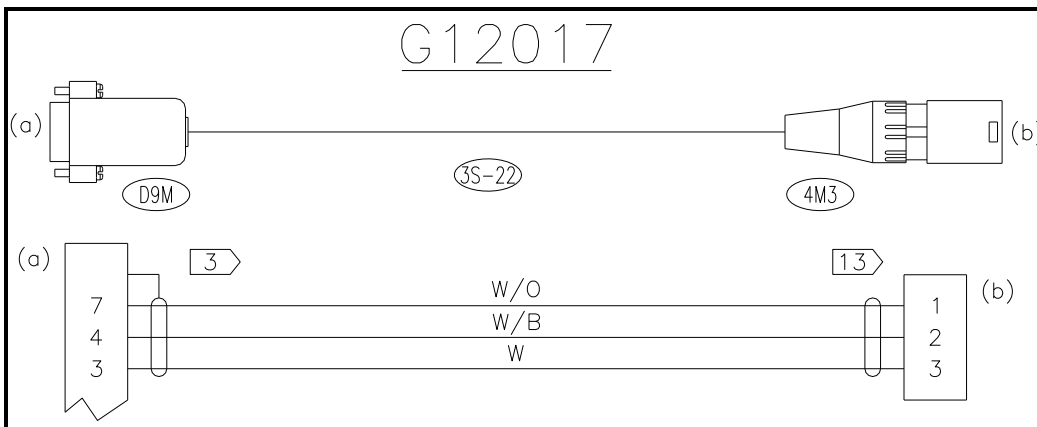


Figure 54: G12017 Audio Cable

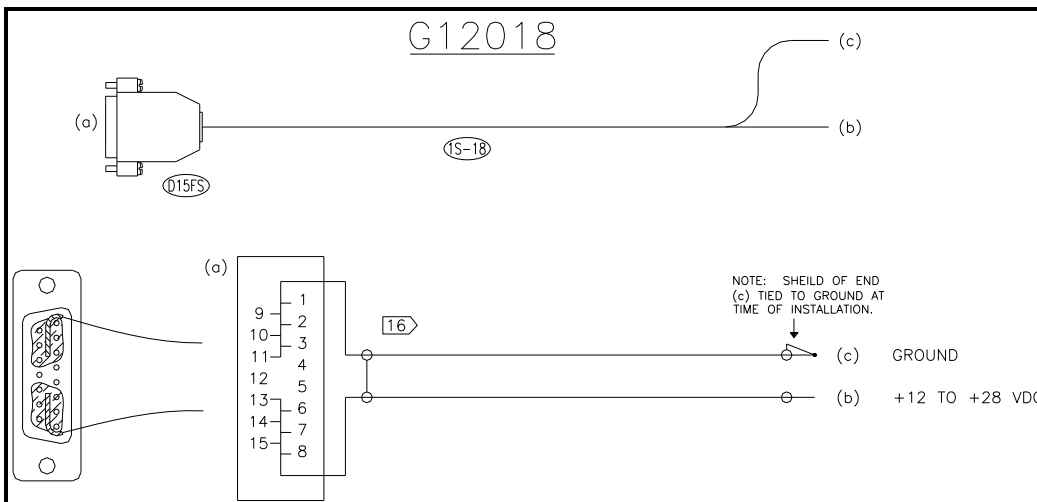


Figure 55: G12018 Audio Router Power Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

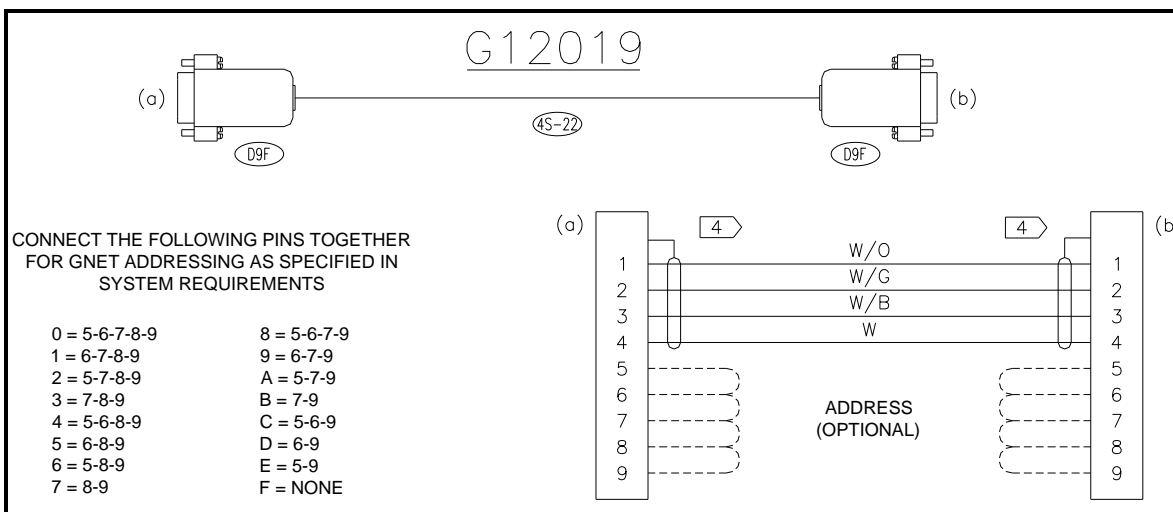


Figure 56: G12019 Standard GNET Cable

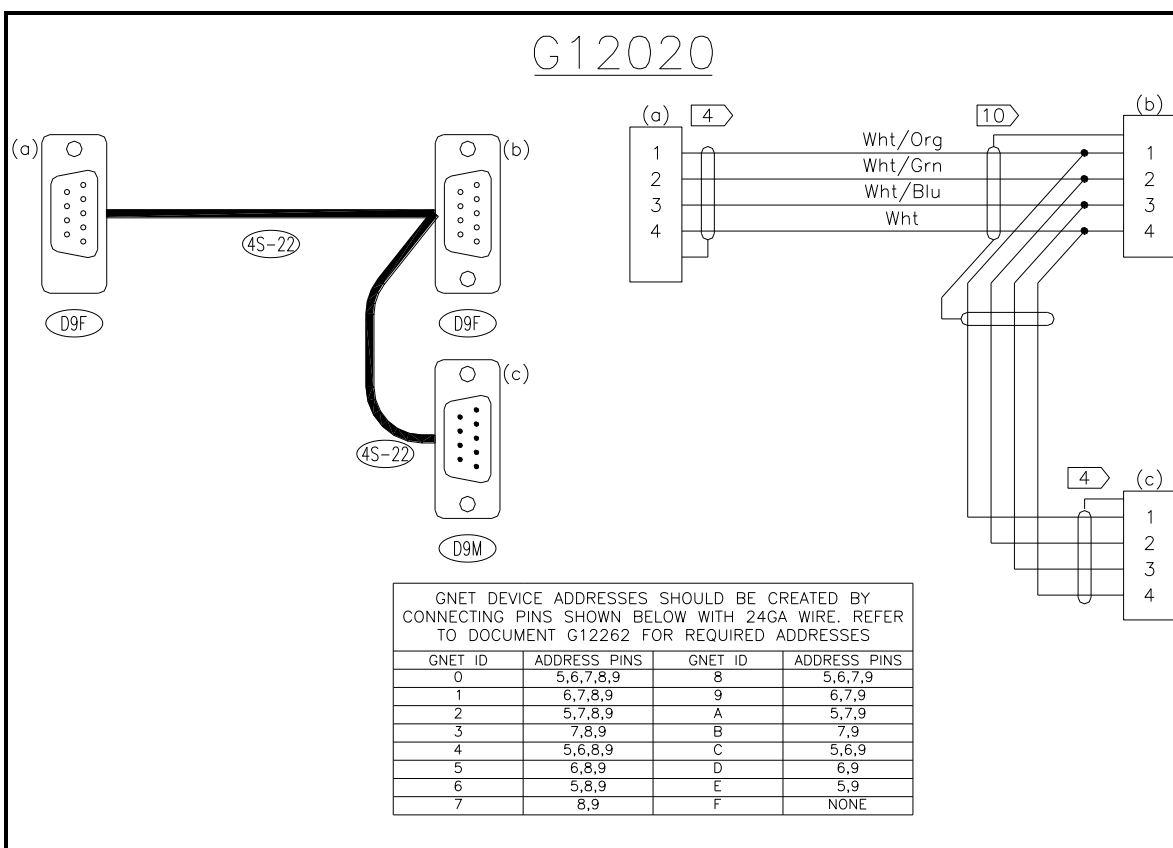


Figure 57: G12020 GNET Non-Standard D9F to D9F and D9M Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

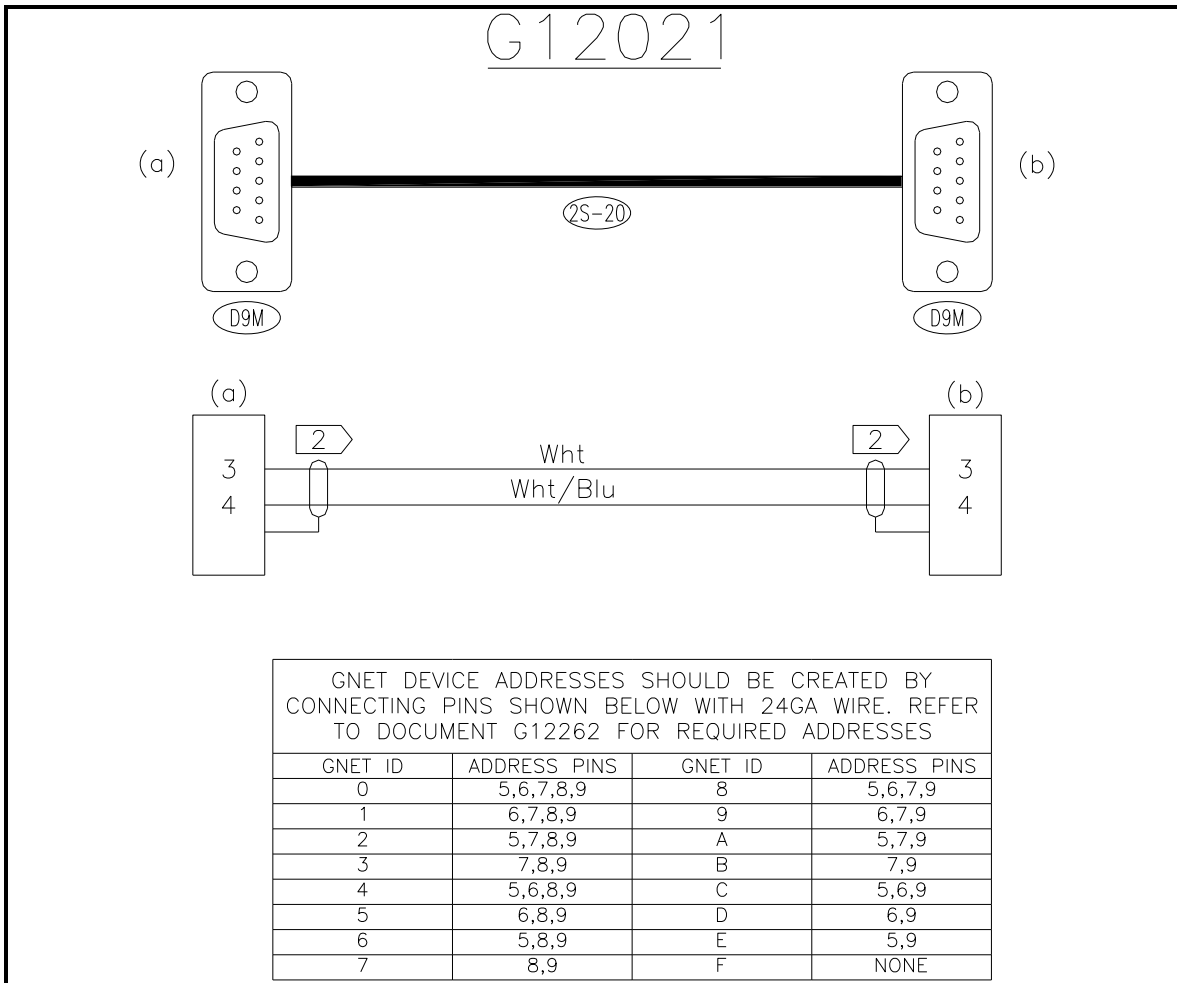


Figure 58: G12021 GNET Non-Standard D9F to D9F Power Only Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

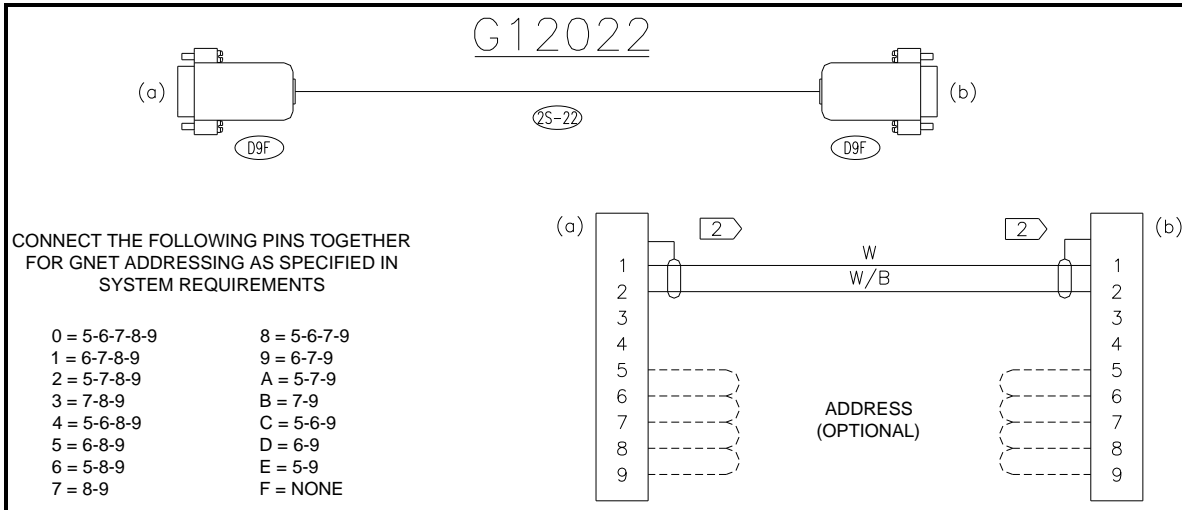


Figure 59: G12022 Non-Standard Data Only GNET Cable

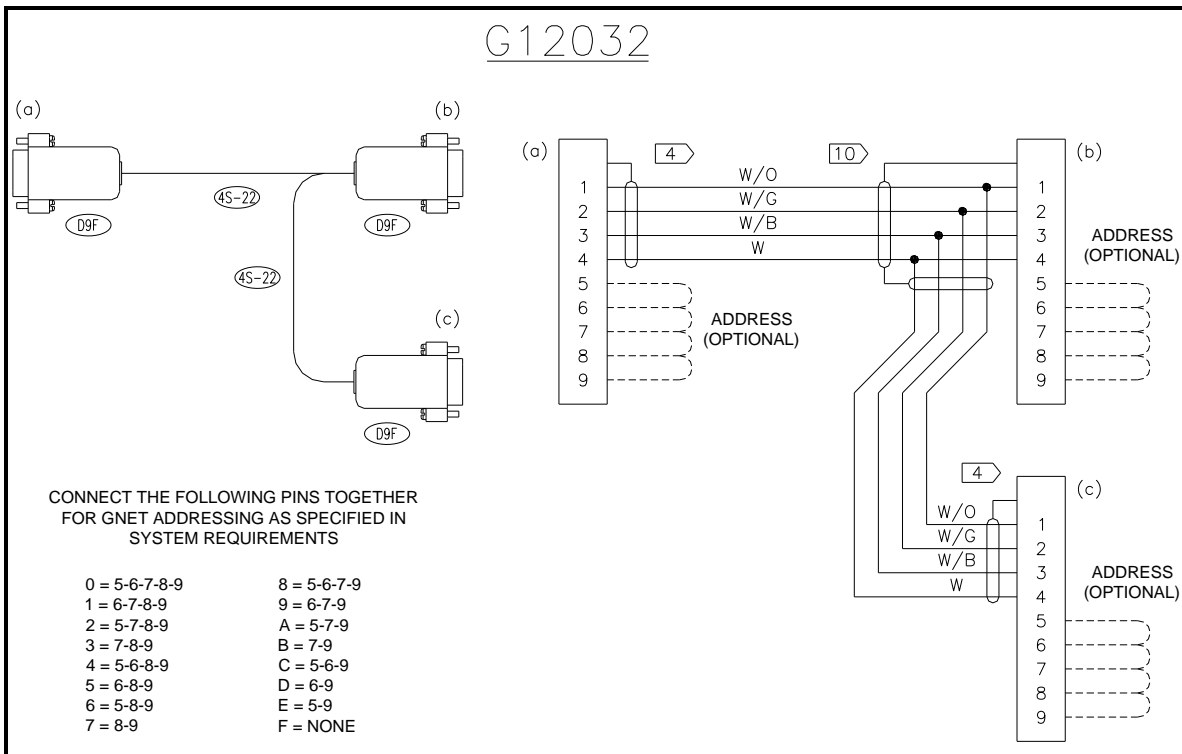


Figure 60: G12032 Non-Standard, Two Device GNET Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

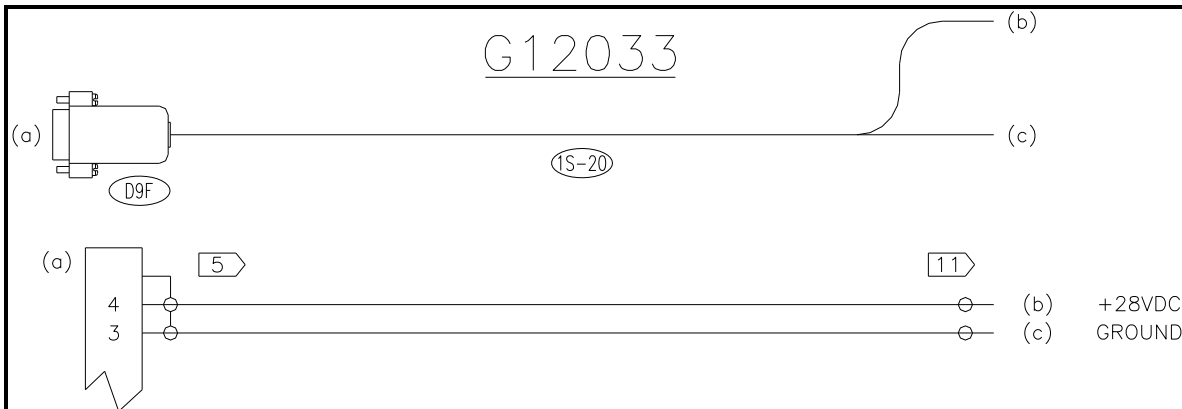


Figure 61: G12033 Power Cable

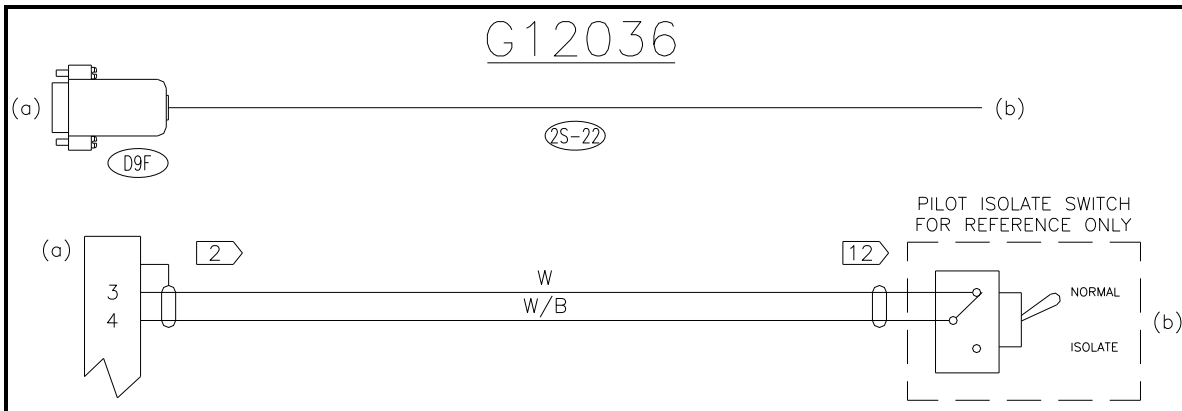


Figure 62: G12036 Pilot Isolate Cable

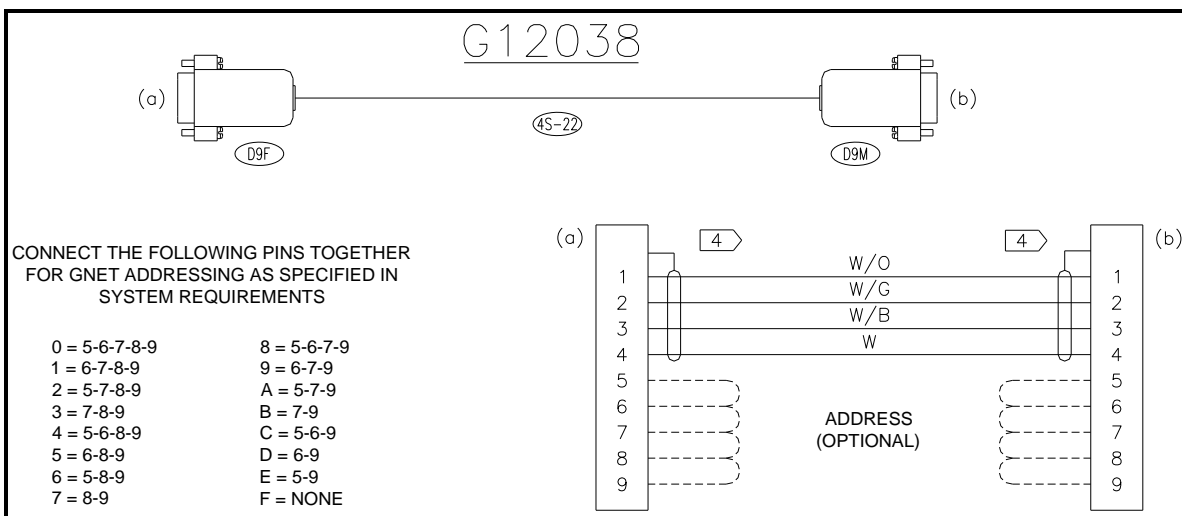


Figure 63: G12038 Non-Standard Male End GNET Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

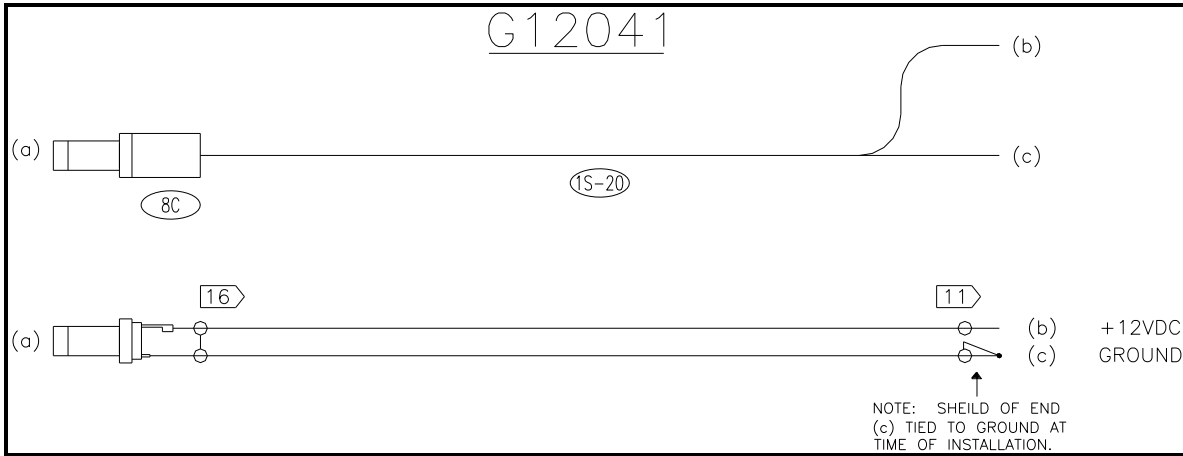


Figure 64: G12041 Scanner Power Cable

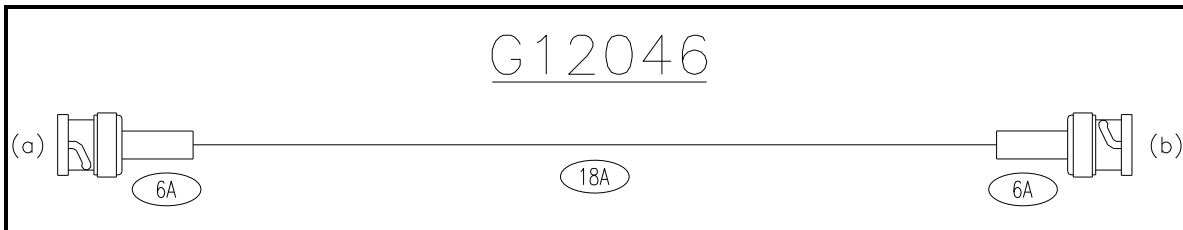


Figure 65: G12046 Antenna Coax Cable

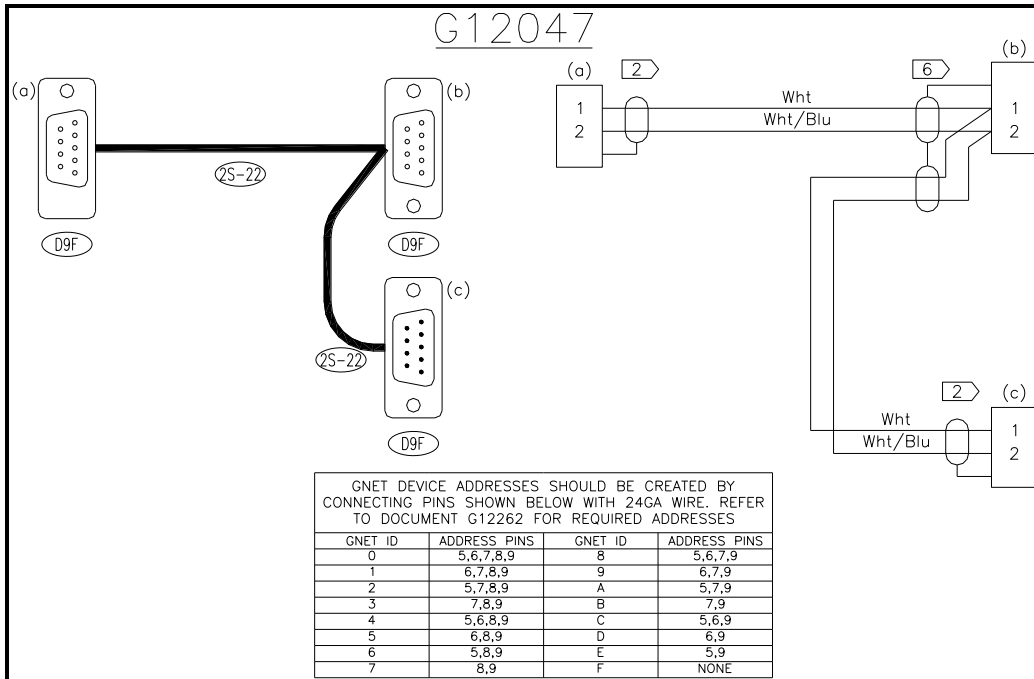


Figure 66: G12047 Non-Standard Triple D9F Data Only GNET Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

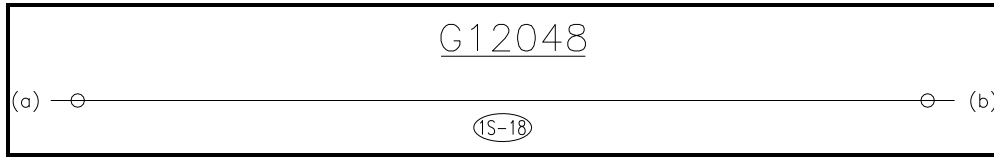


Figure 67: G12048 Shielded Cable

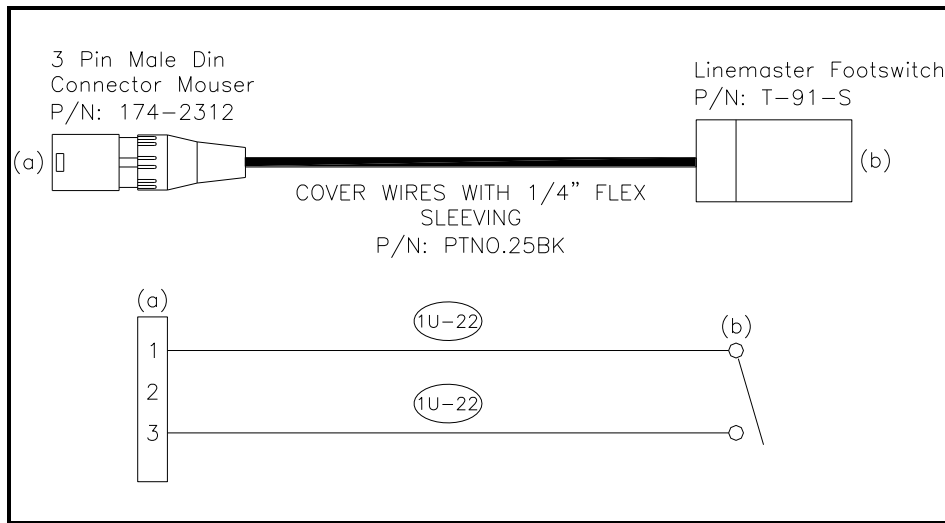


Figure 68: G12050 TX or ICS Keying Audio Footswitch

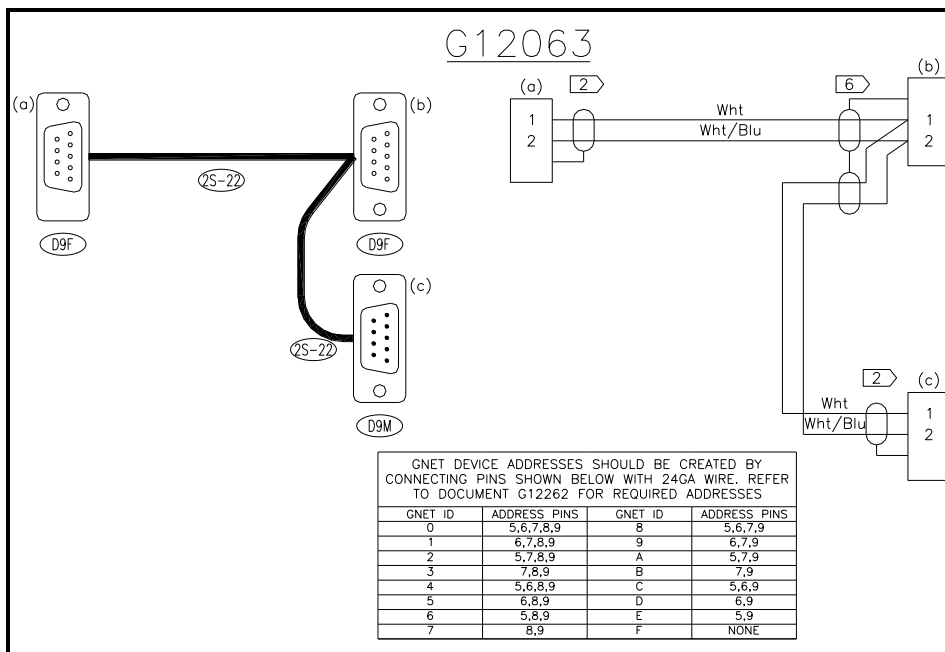


Figure 69: G12063 Non-Standard D9F to D9F and D9M Data Only GNET Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

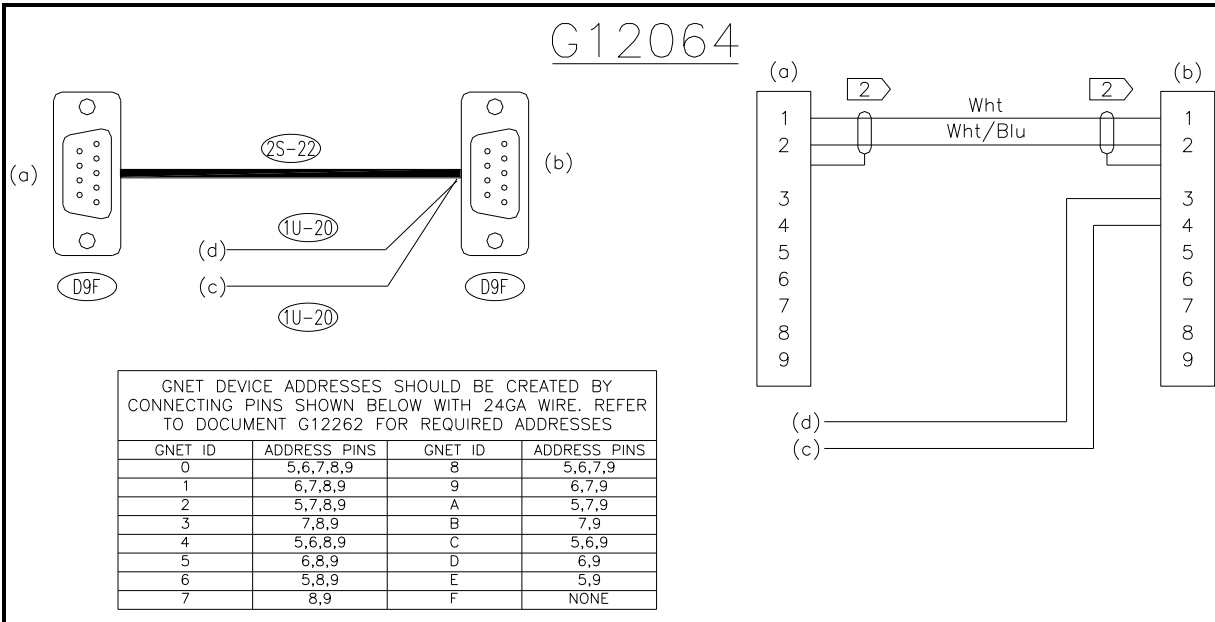


Figure 70: G12064 Non-Standard D9F to D9F External Power GNET Cable

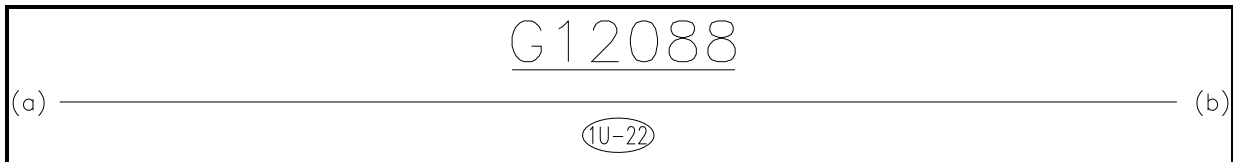


Figure 71: G12088 Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

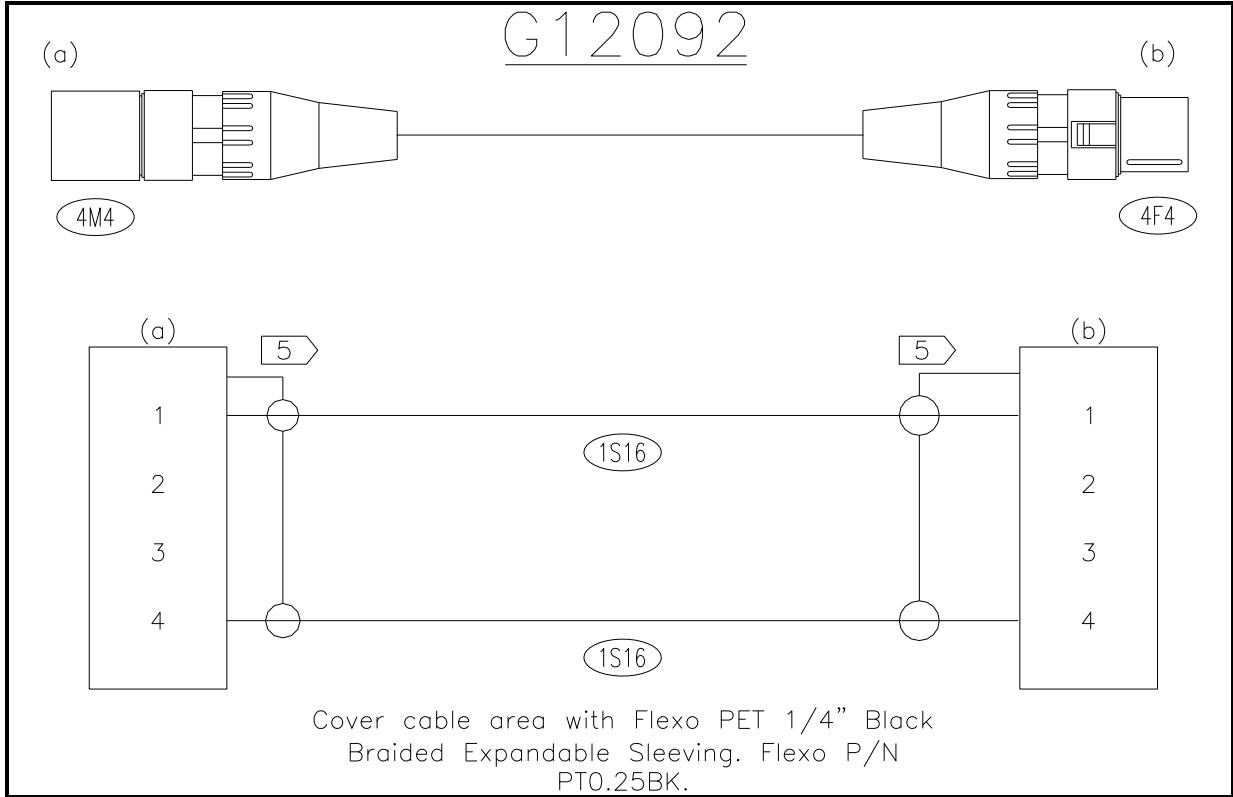


Figure 72: G12092 12V External Jumper Power Cable

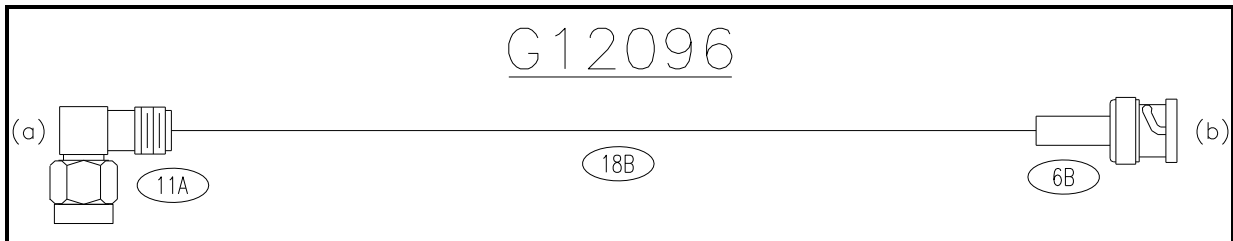


Figure 73: G12096 FM Radio Pigtail Antenna Cable

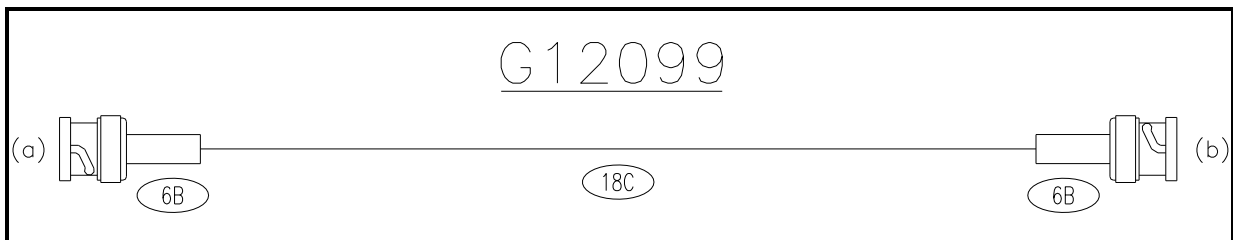


Figure 74: G12099 Triax Antenna Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

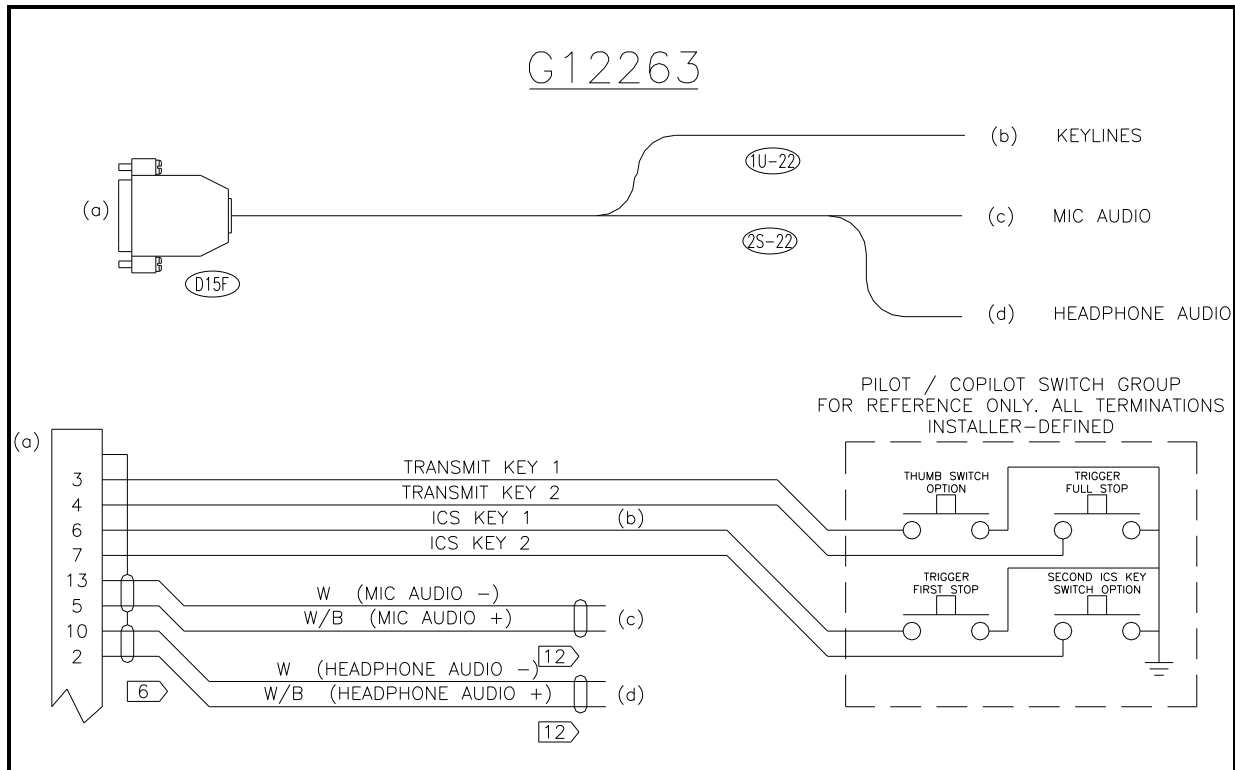


Figure 75: G12263 Pilot/Copilot Audio Cable

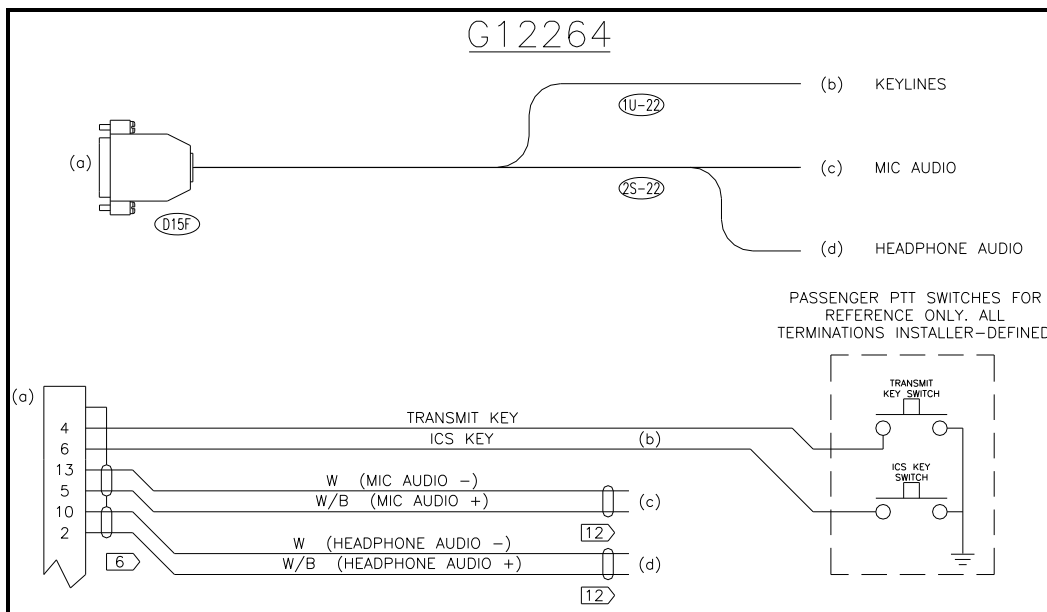


Figure 76: G12264 Passenger Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

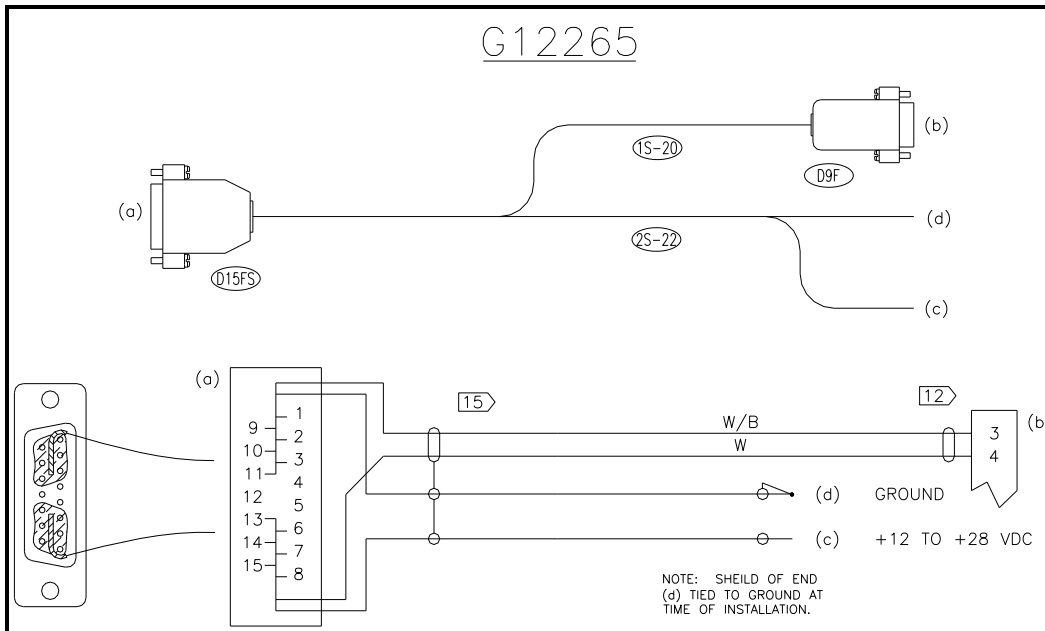


Figure 77: G12265 Audio Router Power Cable

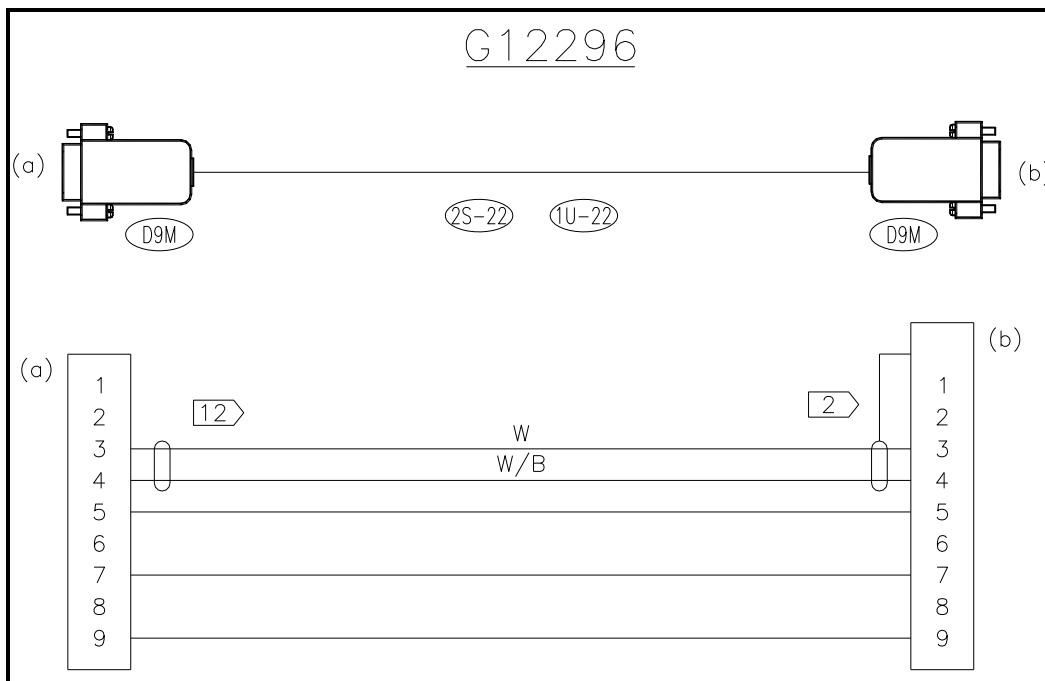


Figure 78: G12296 PA Audio Cable

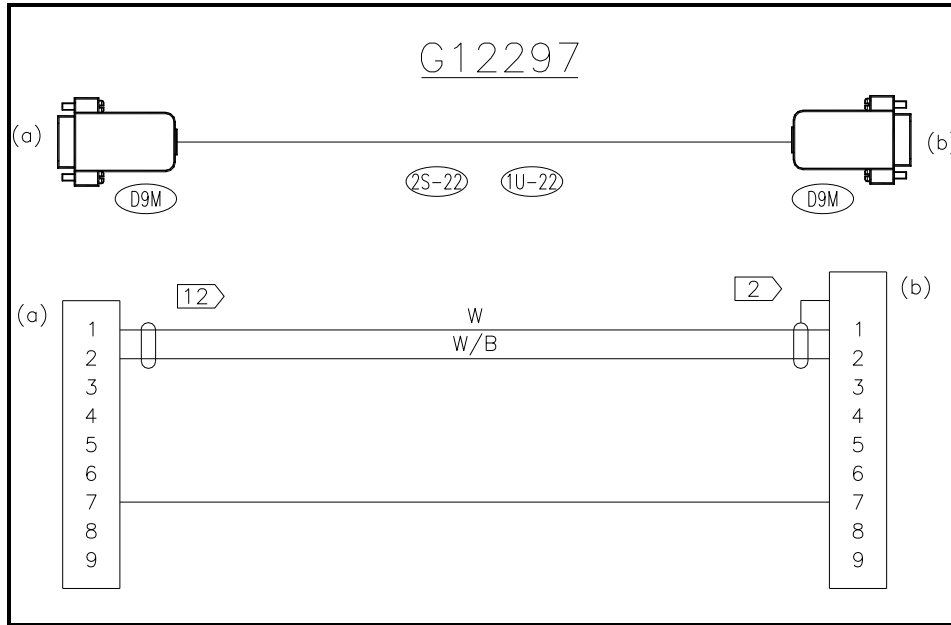


Figure 79: G12297 Receive Only Audio Cable

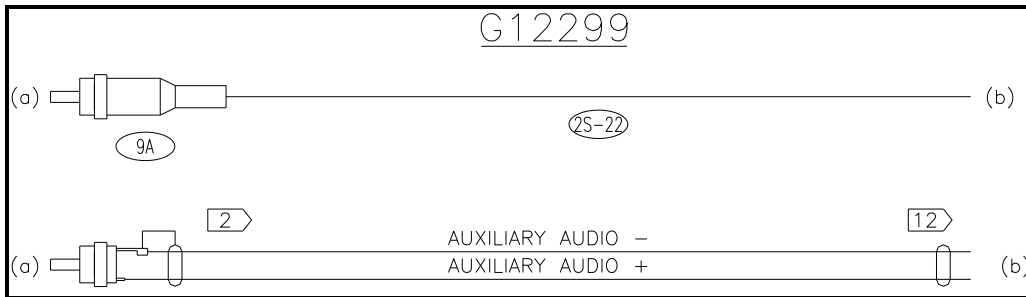


Figure 80: G12299 Auxiliary In Audio Cable

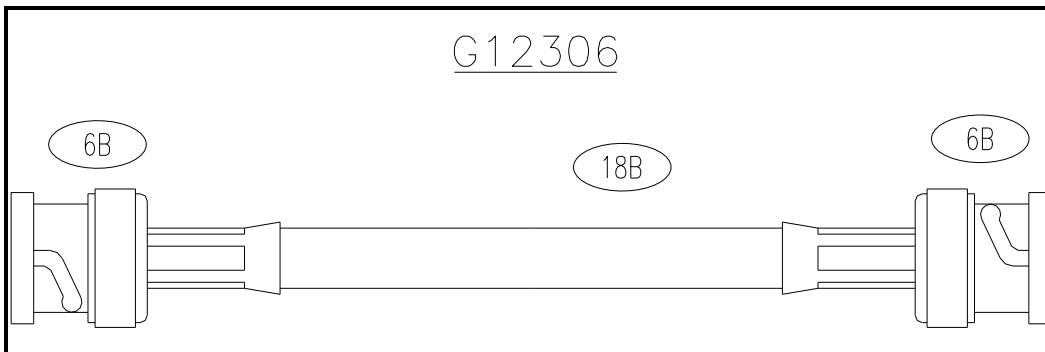


Figure 81: G12306 Coax Antenna Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

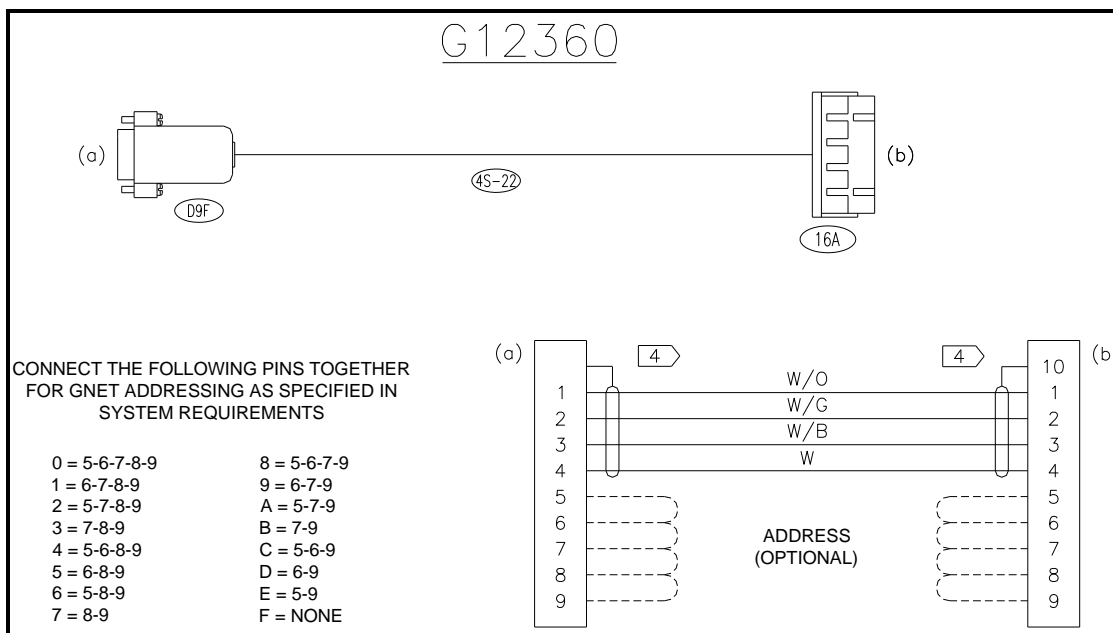


Figure 82: G12360 Terminal GNET Cable

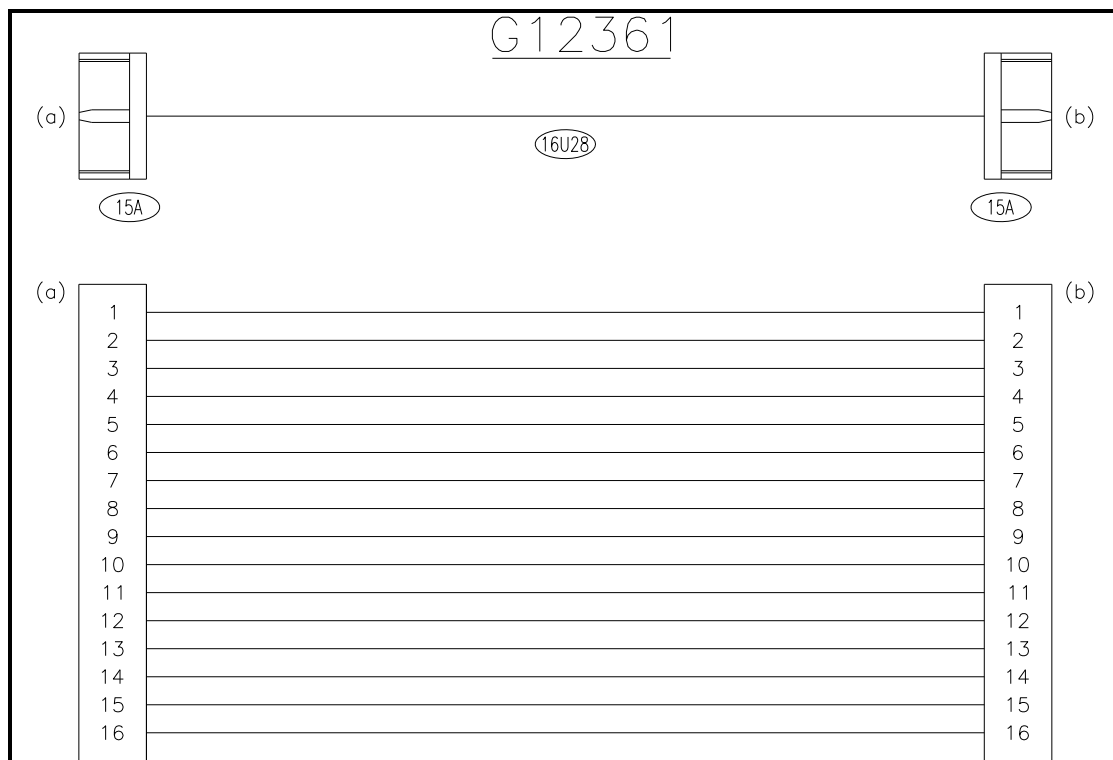


Figure 83: G12361 Headset Expander to Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

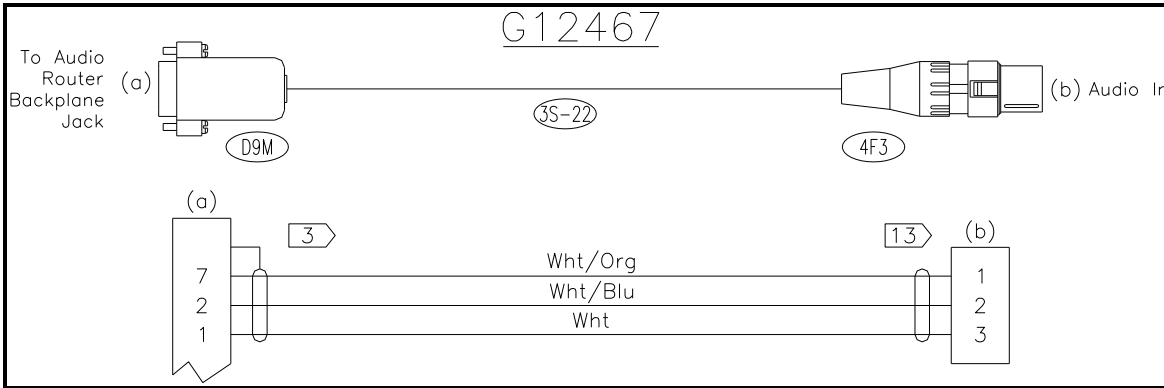


Figure 84: G12467 D9M to XLR3F Audio Cable

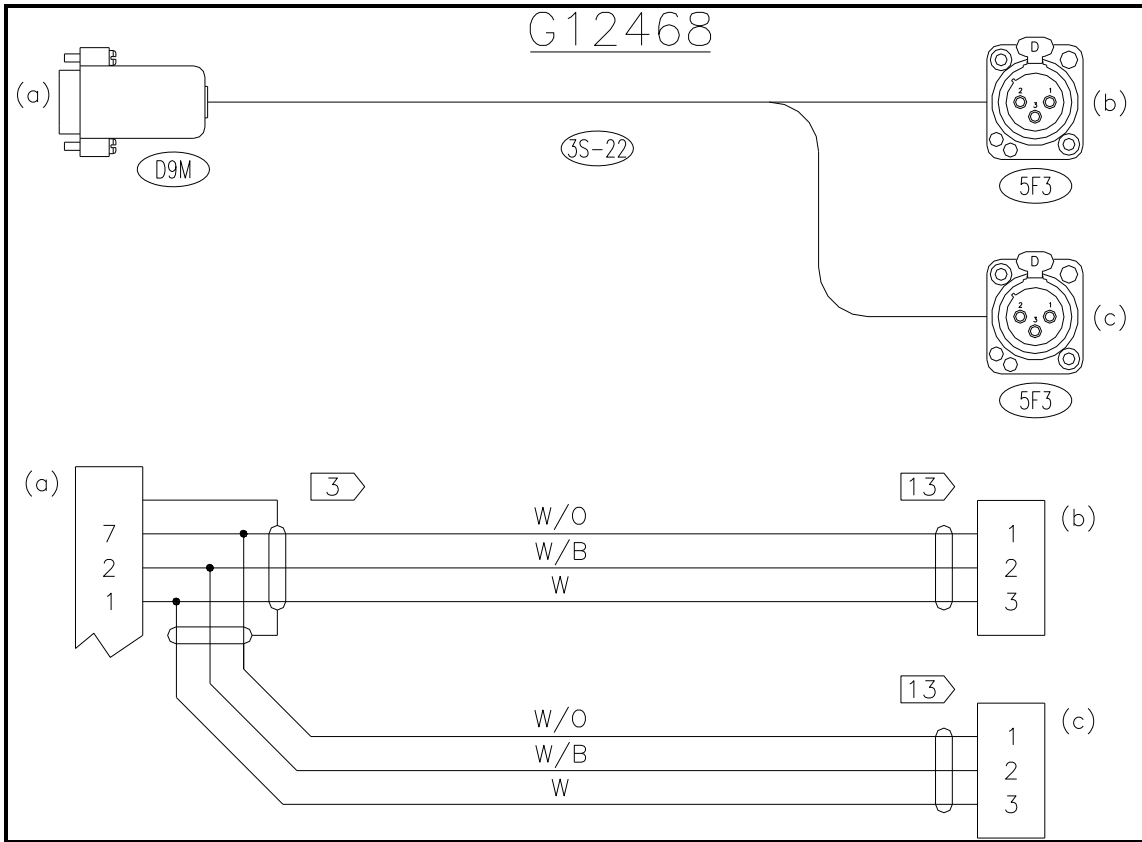


Figure 85: G12468 Dual Auxiliary Audio Input Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

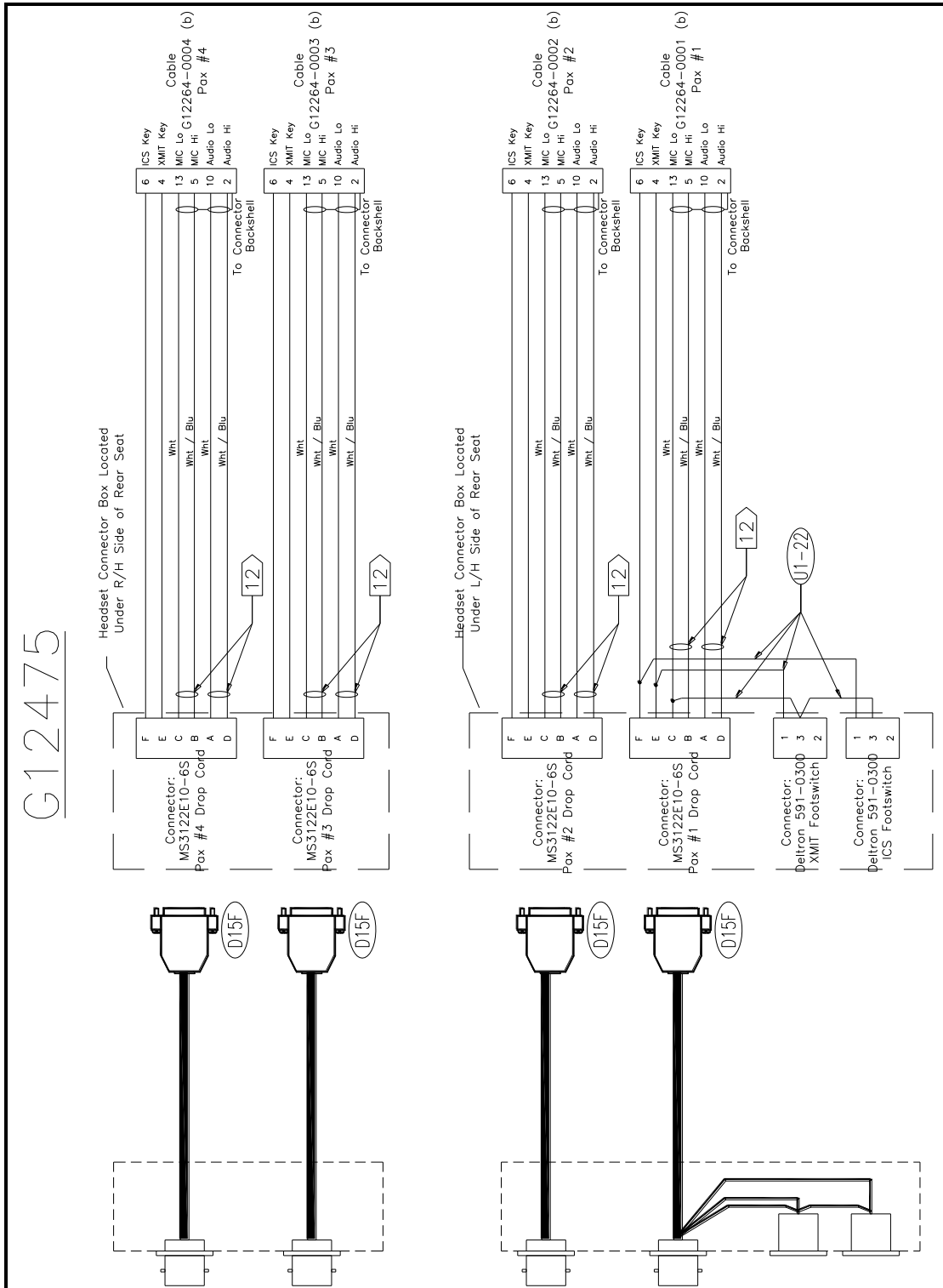


Figure 86: G12475 Rear Passengers Audio Wiring

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

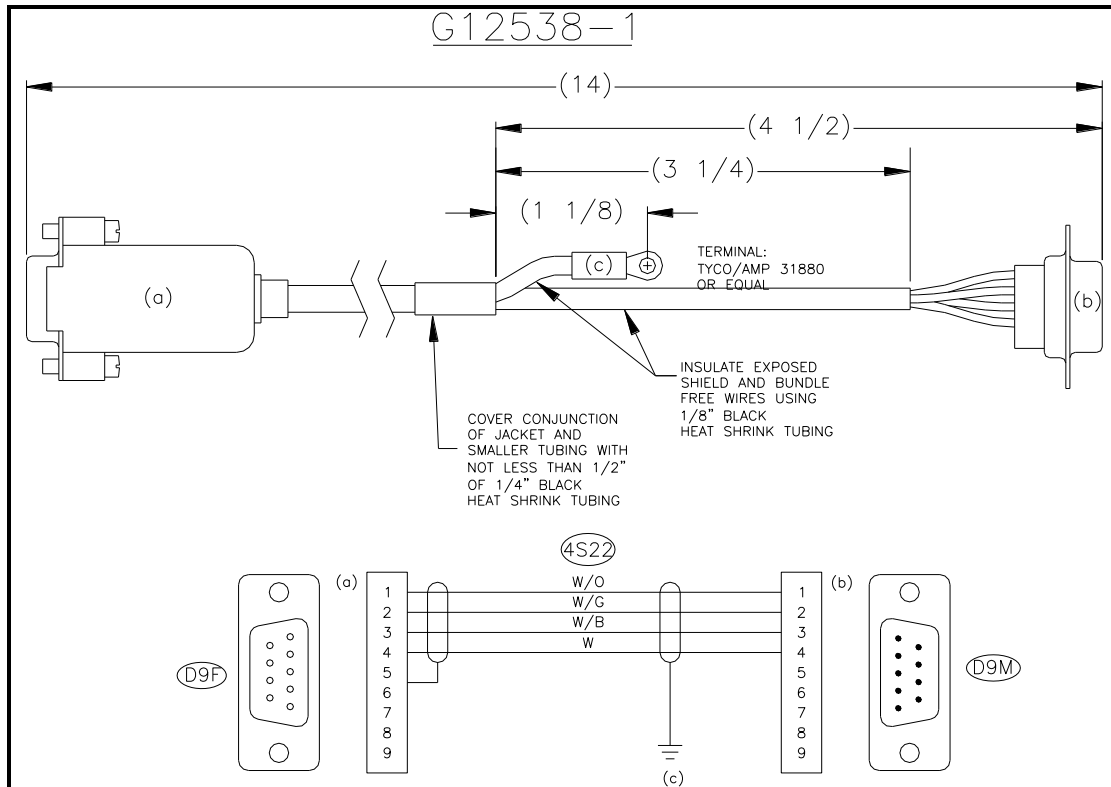


Figure 87: G12538-1 GNEET Config Port Extension Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

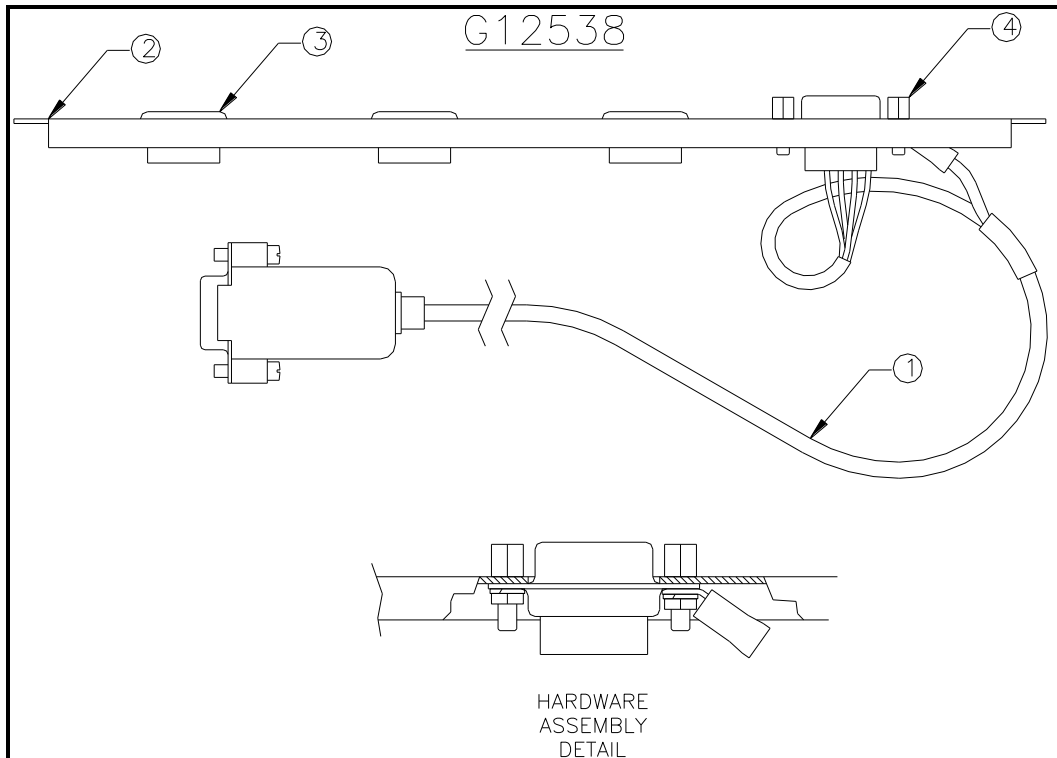


Figure 88: G12538 GNET Config Port Assembly

Parts List for Figure 88

I/N	QTY	PART NUMBER	DESCRIPTION
1	1	G12538-1	GNET Config Port Extension Cable
2	1	G10426-10	Cable Guide Cover Plate
3	3	8493	Bushing, Split, Black (Keystone)
4	2	534-7231	Jackscrew/Nut/Washer Set (Mouser)

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

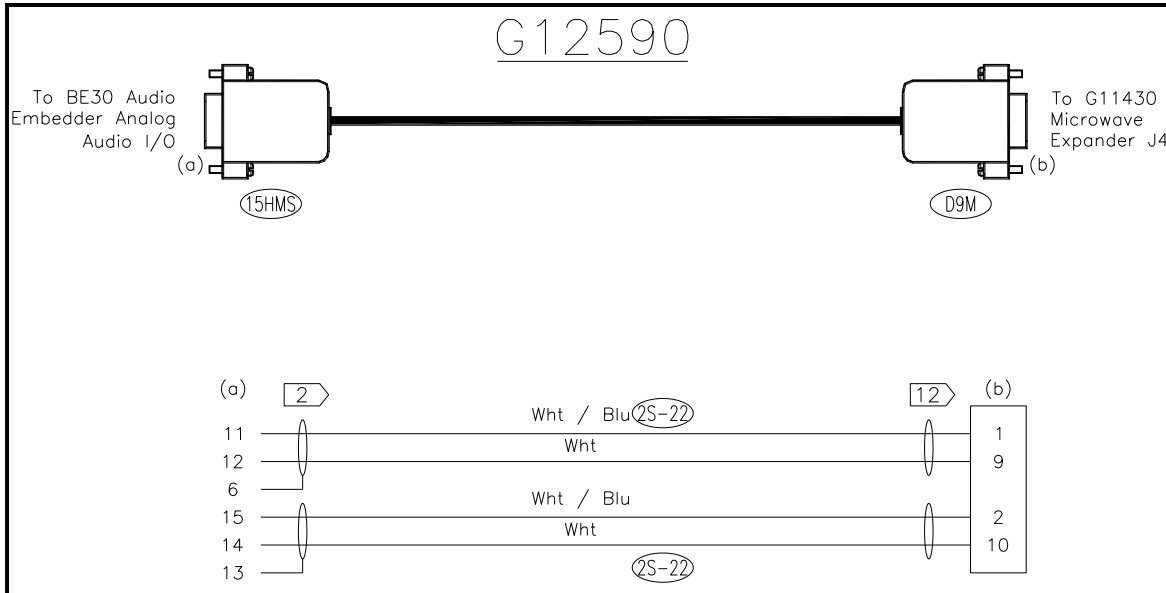


Figure 89: G12590 MW Expander Out to BrightEye 30 Analog in Audio Cable

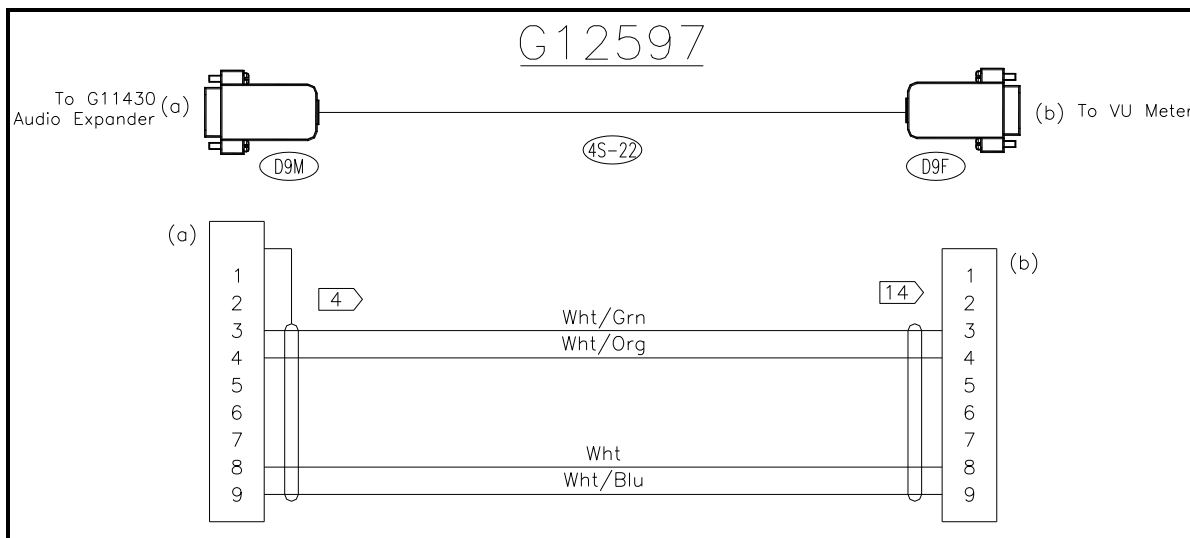


Figure 90: G12597 Expander J2 to VU Meter Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

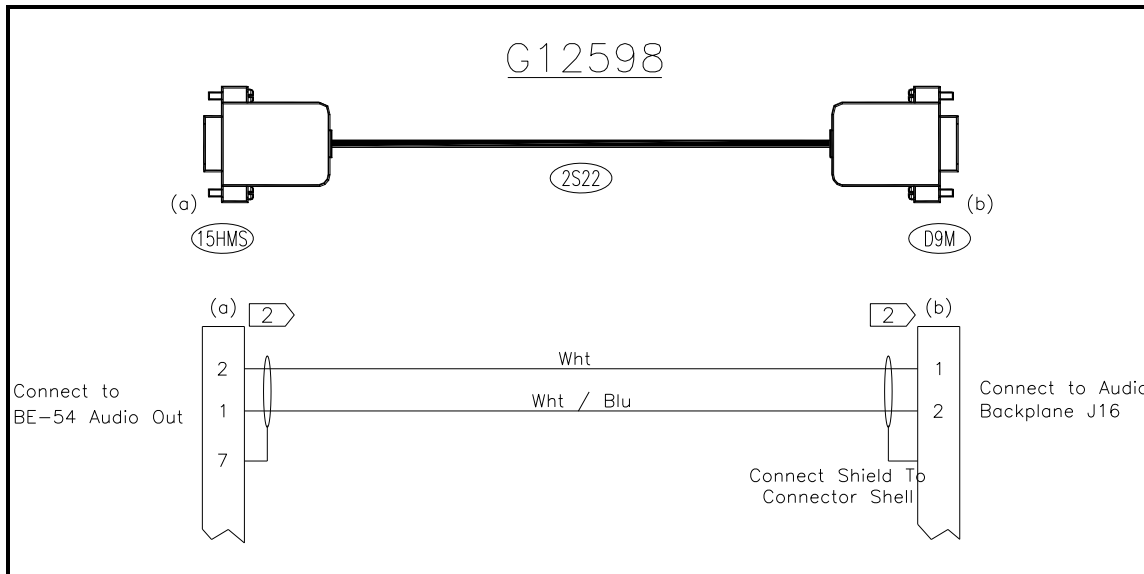


Figure 91: G12598 BE54 Tone Out to Audio Backplane Audio Cable

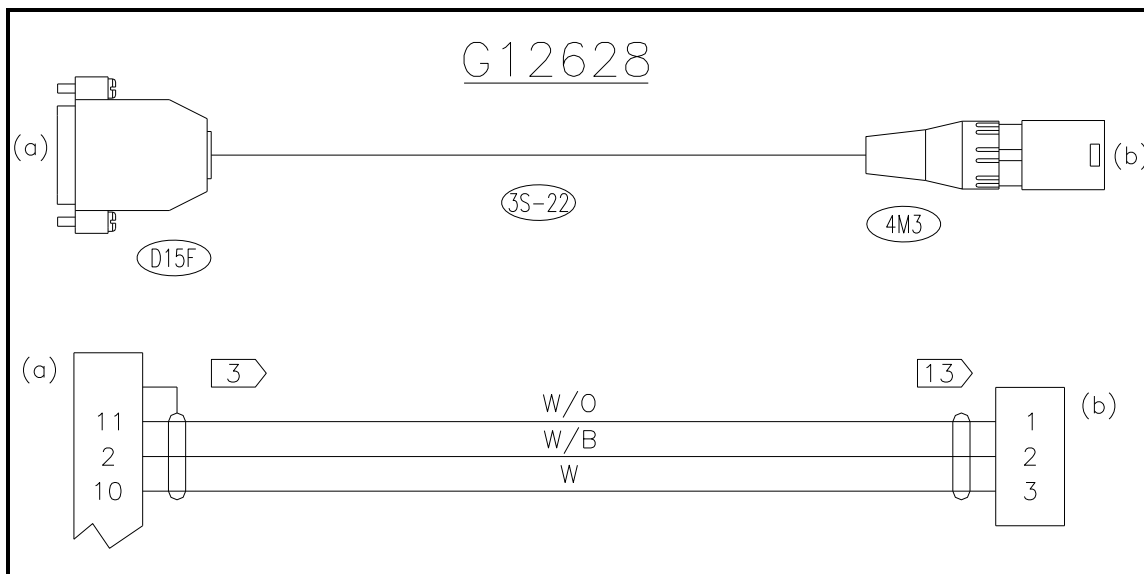


Figure 92: G12628 VTR to VTR Audio Control J2 Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

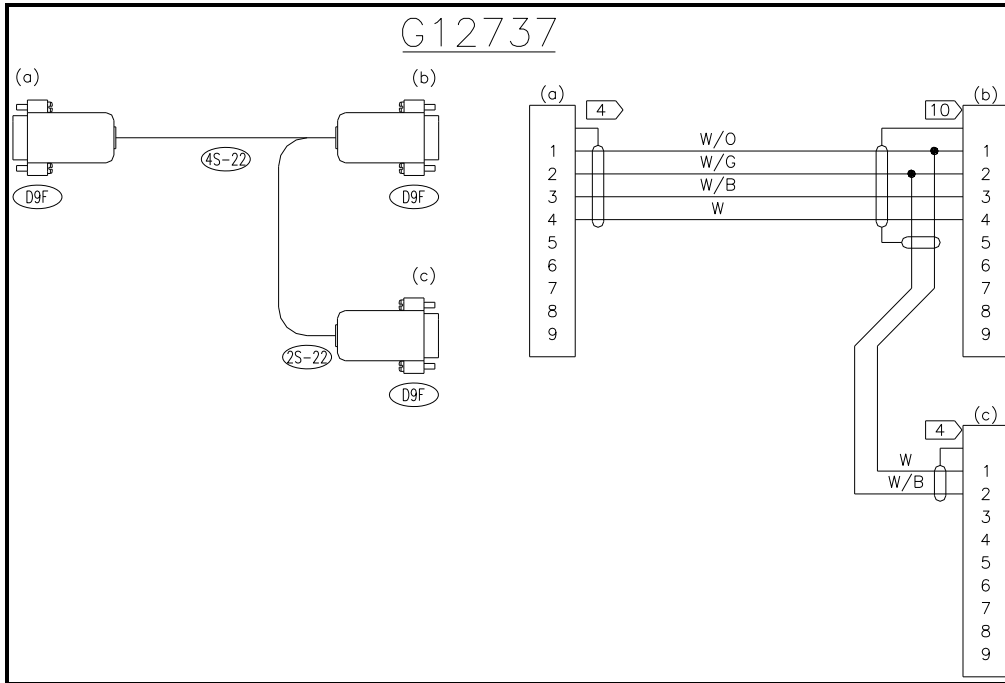


Figure 93: G12737 Non-Standard All D9F Ends, Data Only Pigtail GNET Cable

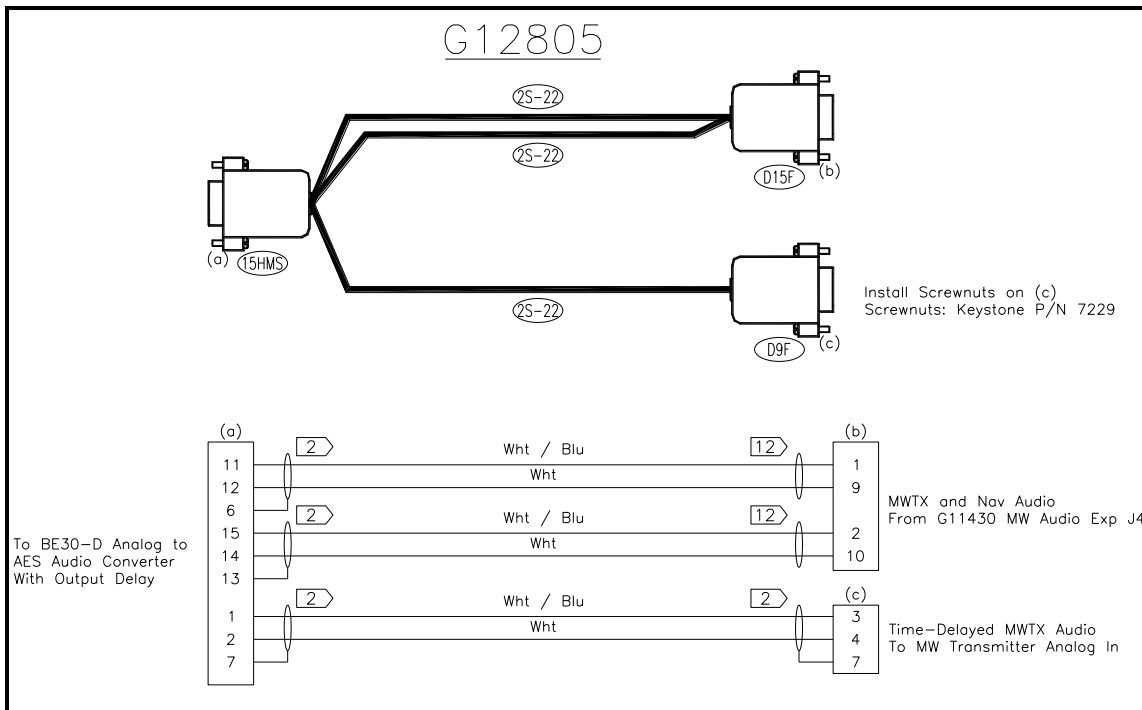


Figure 94: G12805 MW Audio Expander to BE30 and MWTX Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

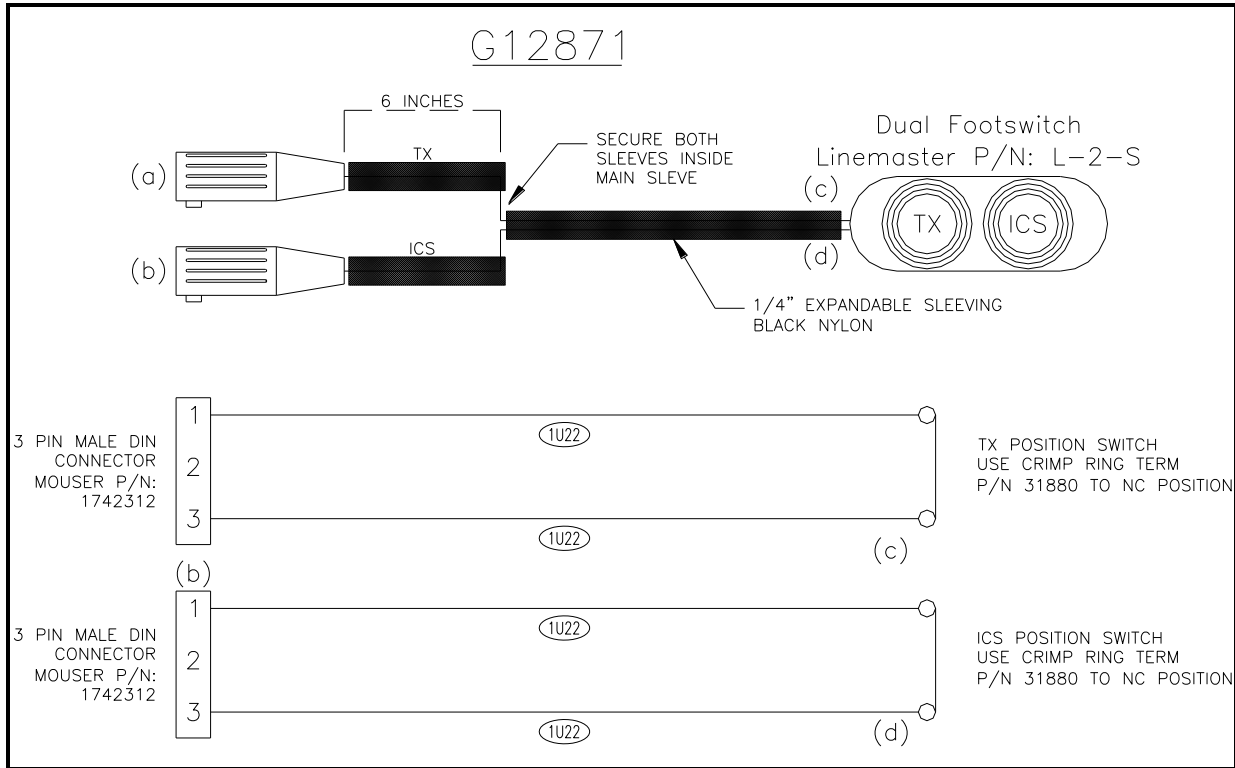


Figure 95: G12871 Audio System Dual Foot Switch Cable

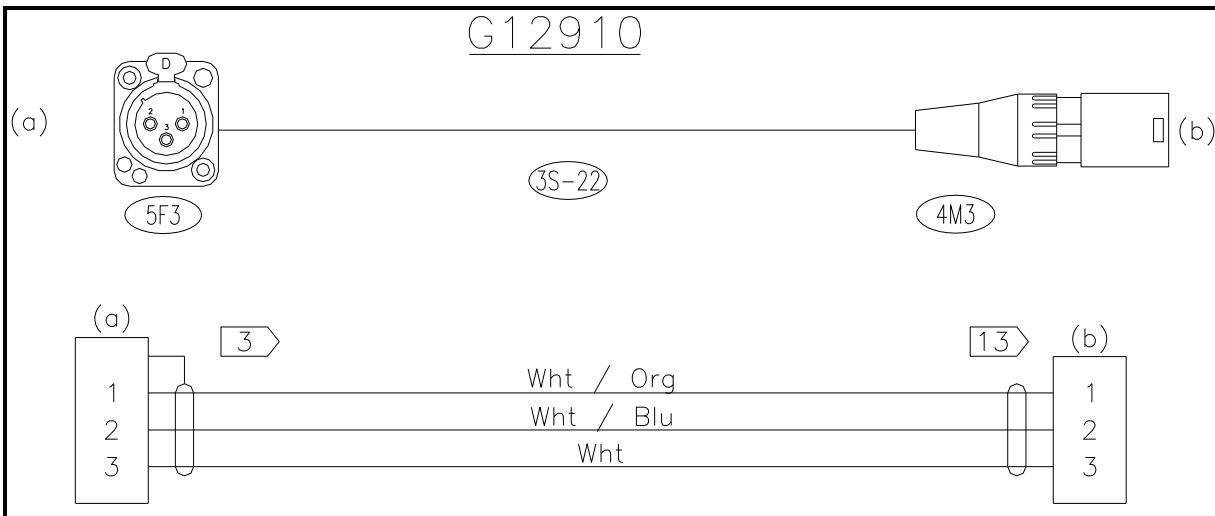


Figure 96: G12910 Bulkhead XLR3F to Inline XLR3M Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

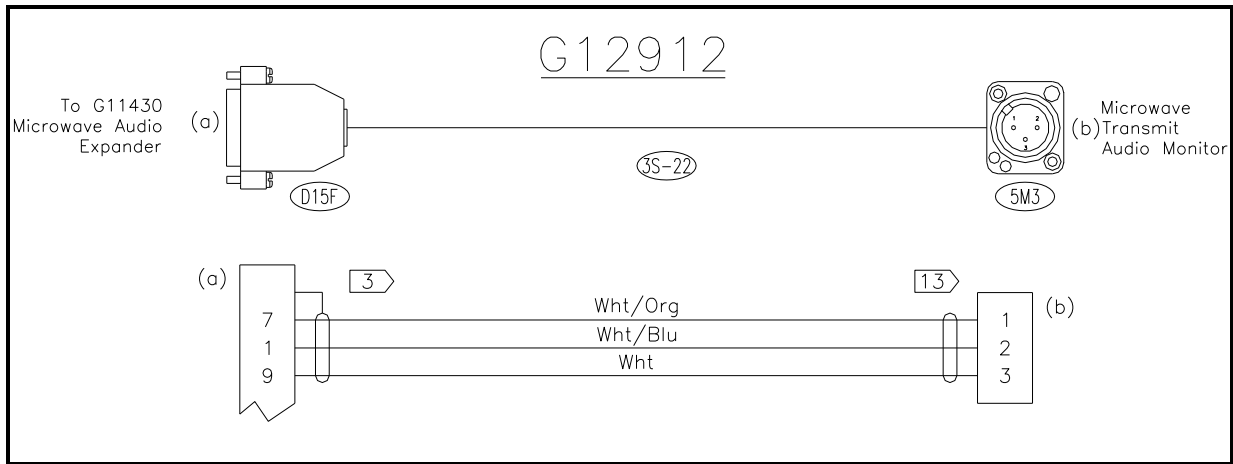


Figure 97: G12912 MWTX Audio Monitor Out Audio Cable

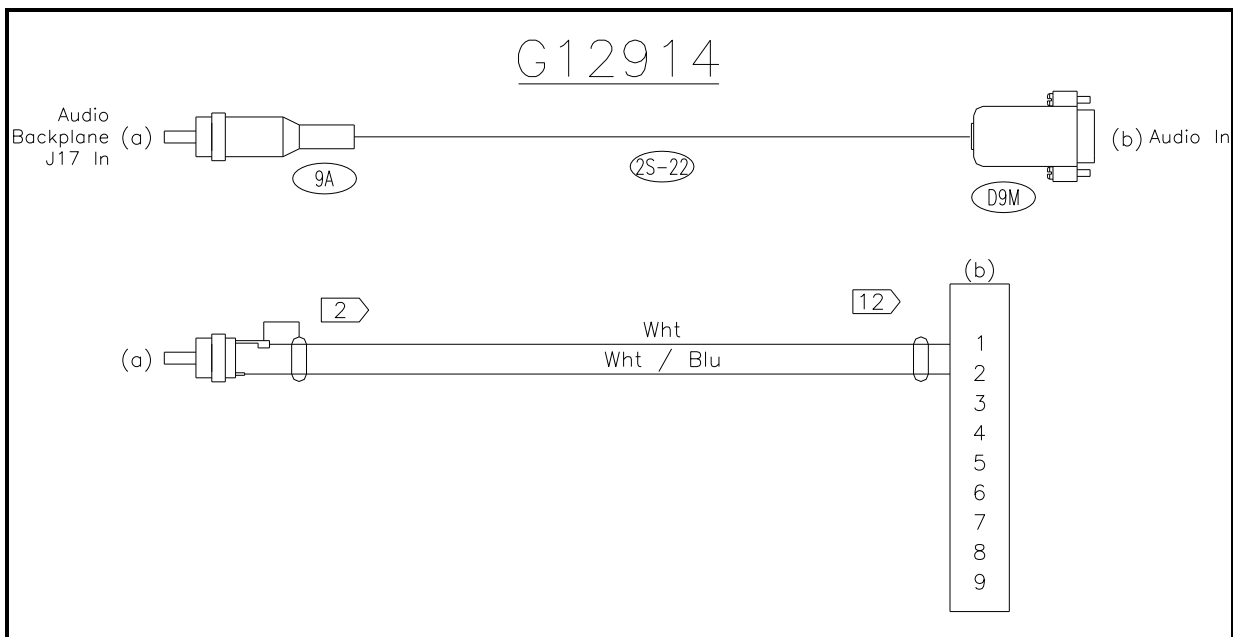


Figure 98: G12914 Backplane J17 Audio Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

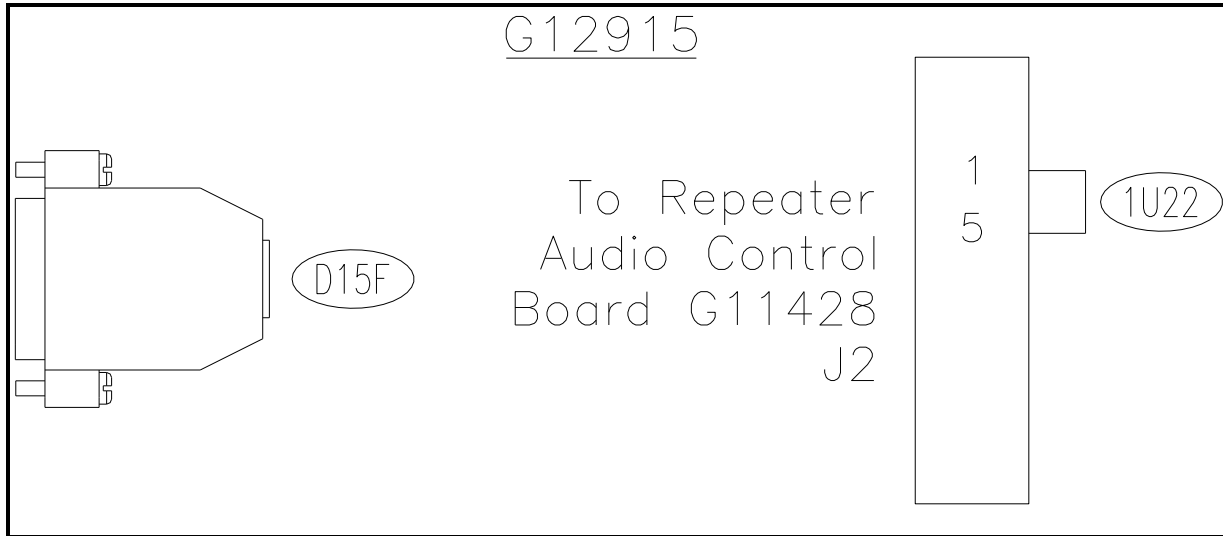


Figure 99: G12915 Repeater Audio Control Board Jumper Plug

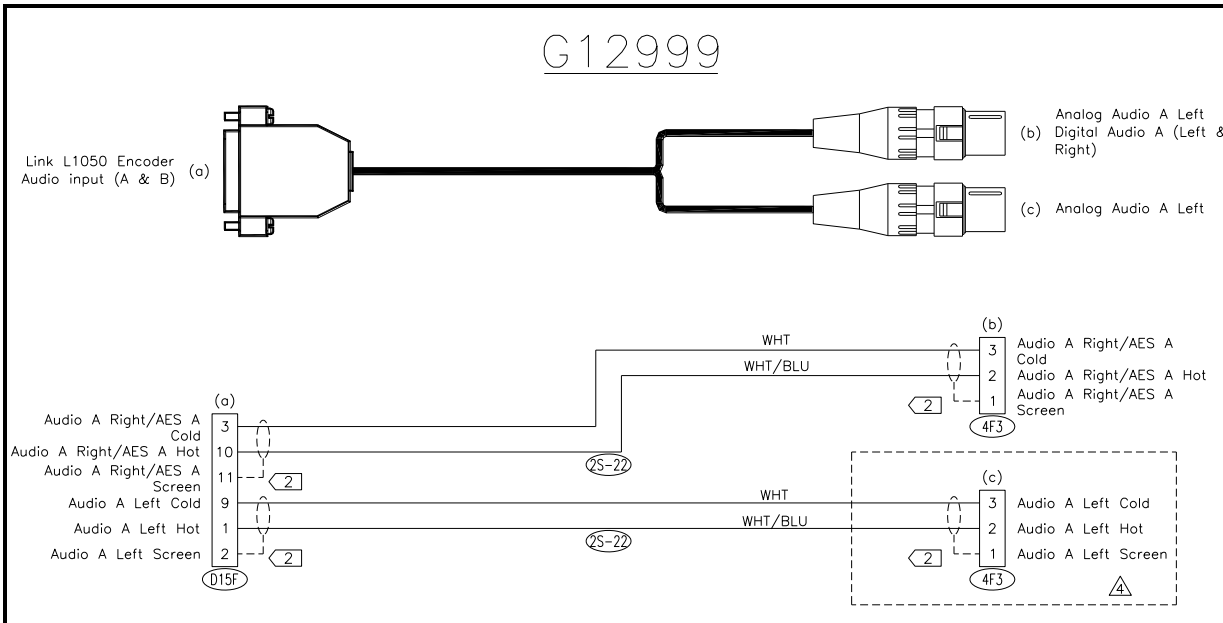


Figure 100: G12999 Dual XLR3F to Link L1050 Encoder Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

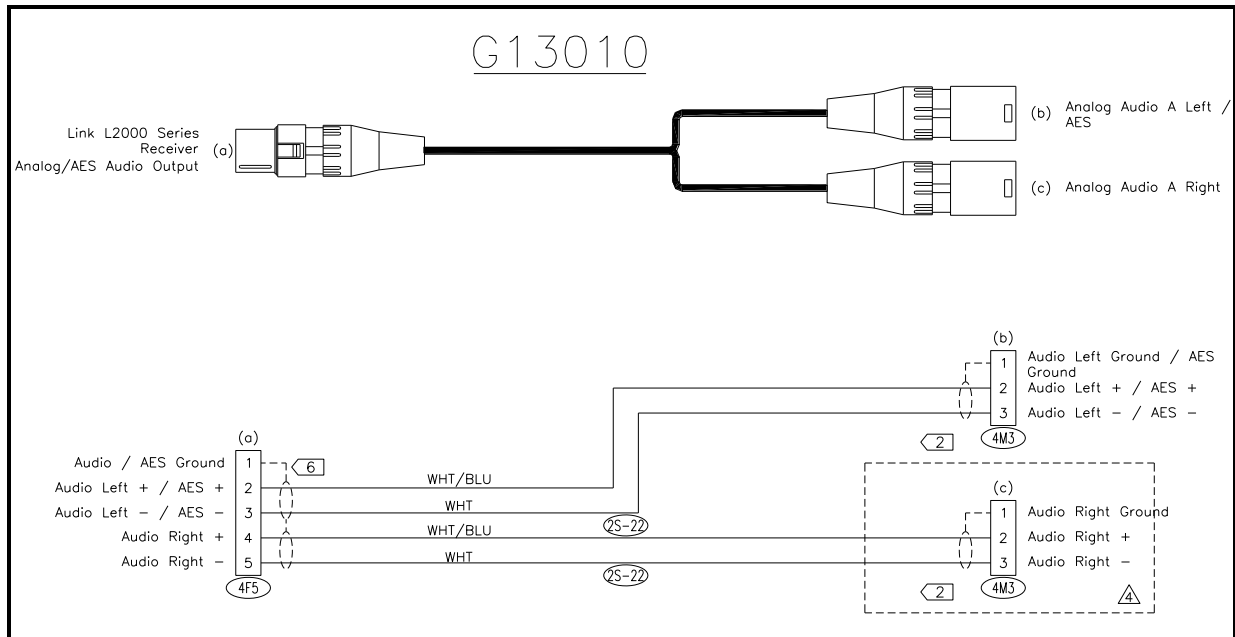


Figure 101: G13010 Link L2000 Receiver Audio XLR5F to Dual XLR3M Cable

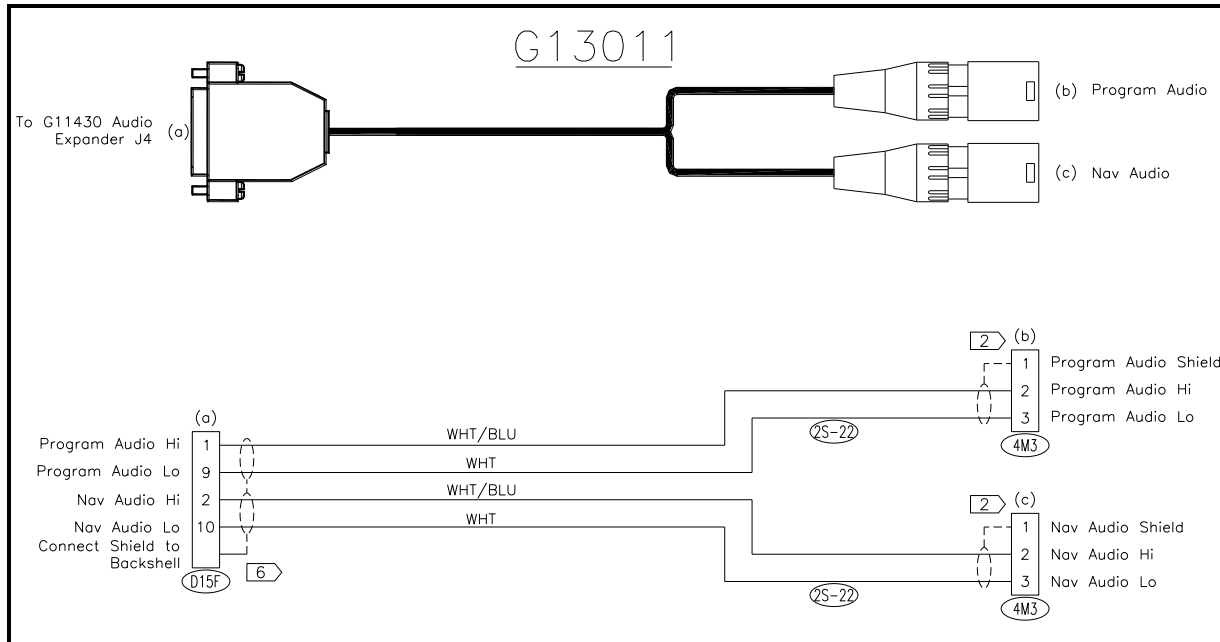


Figure 102: G13011 Audio Expander to Dual XLR3M Cable

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

AUDIO BOARD OPTIONS:
















This drawing set applies to the G13000 Audio Router.
It is not compatible with the G13160 3-board Audio Router.

The G13000 Audio Router can be set up in one of two configurations:
-- Dual Audio Board system with 4 audio connectors J1, J2, J3, J4
-- Single Audio Board with 2 audio connectors J2 and J4

Pages 1, 11 and 12 are common to all installations.
Wiring diagrams for the Dual Audio Board system are found on pages 2 through 7
Wiring diagrams for the Single Audio Board system are found on pages 8 through 10

Wiring Diagram for using physical switches on G13115/G13116 control panels are on page 13.

NOTES:

<p>1. Unless otherwise noted: All wires are 22 awg; all shielded wire is MIL-DTL-27500, all unshielded wire is MIL-W-22759/16.</p> <p>2. All Grounding and Bonding will be IAW AC 43 13-1B, Chapter 1, Section 15.</p> <p> 3. Ground the shield return to the metal connector backshell if used, or otherwise to the metal connector housing.</p> <p> 4. SPARE KEY line function and connections are installer defined and depend on the specific system configuration.</p> <p> 5. D50M connector assembly consists of: Connector M24308/4-5F; Cinch backshell DD-24661-34; 2ea. Cinch Screwlocks D20420-42. Alternate Backshell: Conec 165X10179X.</p> <p> 6. D50F connector assembly consists of: Connector M24308/2-5F; Cinch backshell DD-24661-34; 2ea. Cinch Screwlocks D20420-42. Alternate Backshell: Conec 165X10179X.</p> <p> 7. D9F connector assembly consists of: Connector M24308/2-1F; Cinch backshell DE-24657-30; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec 165X10139X.</p> <p> 8. When COM1DIR (P5, Pin 10) is not grounded, the Pilot headset is in EMERGENCY mode and the following lines are diverted: <ul style="list-style-type: none"> • HEADSET 1 connects directly to RX1, RX11 (Unswitched Alert Tones) and the emergency intercom. • MIC 1 connects directly to TX 1 and the emergency Intercom. • XMIT KEY 1 and PLT COM1 KEY connect to TX KEY 1. • ICS KEY 1 keys the emergency intercom, if at least one Power Input Circuit Breaker to the G13000 Audio Router has power. • TX11 (CVR) transmits HEADSET1, MIC1 and Emergency Intercom if at least one Power Input Circuit Breaker to the G13000 Audio Router has power. </p> <p>When COM2DIR (P5, Pin 11) is not grounded, the Copilot headset is in EMERGENCY mode and the following lines are diverted: <ul style="list-style-type: none"> • HEADSET 2 connects directly to RX2, RX20 (Unswitched Alert Tones) and the emergency intercom. • MIC 2 connects directly to TX 2, and the emergency Intercom. • XMIT KEY 2 and CPLT COM2 KEY connect to TX KEY 2. • ICS KEY 2 keys the emergency intercom, if at least one Power Input Circuit Breaker to the G13000 Audio Router has power. • TX20 (CVR) transmits HEADSET2, MIC2 and Emergency Intercom if at least one Power Input Circuit Breaker to the G13000 Audio Router has power. </p> <p> 9. TERMINAL BLOCK assembly consists of: Deutsch block CTJ122E05E; Deutsch socket contacts CTS-S22/22 or M39029/22-191. A Gnet channel that is connected to only one control panel or other device may be wired directly without using a terminal block.</p>	<p> 10. D15F connector preferred assembly consists of: Connector M24308/2-2F; Cinch backshell DA-24658-31; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec P/N: 165X10149X. Splices on 20 AWG wire shall also be 20 AWG, length 3 inches maximum. Alternate assembly consists of: Kobiconn Solder-Cup Connector 156-1315T-E and Cinch backshell DA-24658-31; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec P/N: 165X10149X. Conductors shown with splices may be implemented by soldering the supply wire to both pins after soldering and insulating the adjacent connections.</p> <p> 12. D9M connector assembly consists of: Connector M24308/4-1F; Cinch backshell DE-24657-30; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec 165X10139X.</p> <p> 13. The COM1DIR pin MUST be wired to an appropriate switch to control Emergency Mode for the pilot headset. Emergency Mode is mandatory when the G13000 Audio Router is used as the primary audio system. See notes on sheet 13.</p> <p> 14. For EC135 connect alert tone ports to TB9 of factory wiring. See Eurocopter Maint. Manual WDM for detail. For EC145 connect alert tone ports to TB55028 of factory wiring. See Eurocopter Maint. Manual WDM for detail. For Bell 204, 205, 214 and 412 connect alert tone ports to 8Z1P3. See Bell Maint. Manual BHT-xx-MM for detail.</p> <p> 15. SHIELDING: For shielded wire, the shield must be connected to airframe ground or connector ground as follows: <ul style="list-style-type: none"> • For wire carrying audio signals, the shield must be grounded at one end ONLY. Grounding both ends may lead to audio noise. • Audio shield ground connections should be made at the G13000 connectors but may be made at the other end at the installers discretion. • For all other shielded wire, e.g. Gnet and power, the shield must be grounded at both ends. </p> <p> 16. BUS CONNECTIONS: Breakers should be connected to two separate busses for redundancy. Consult installation instructions to determine appropriate bus assignments.</p> <p> 17. CONTROL PANEL CONNECTIONS: Control panel J1 is the default Gnet connection. J2 is used for expansion in specific configurations only.</p> <p> 18. HEADSET LO is NOT a power ground and MUST NOT be used as a ground for powered devices. MIC LO may be used as a ground for low-powered devices or use an external ground connection.</p>
--	--

DEFINITIONS:

N/C: MAKE NO CONNECTION. The pin is not connected to anything internally and therefore shall have no connection externally

RESERVED: MAKE NO CONNECTION. Internal circuitry may be added in the future, or may be present and relevant for testing but not relevant to operation for flight.

Figure 103: G13004 SHT 1 NOTES

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

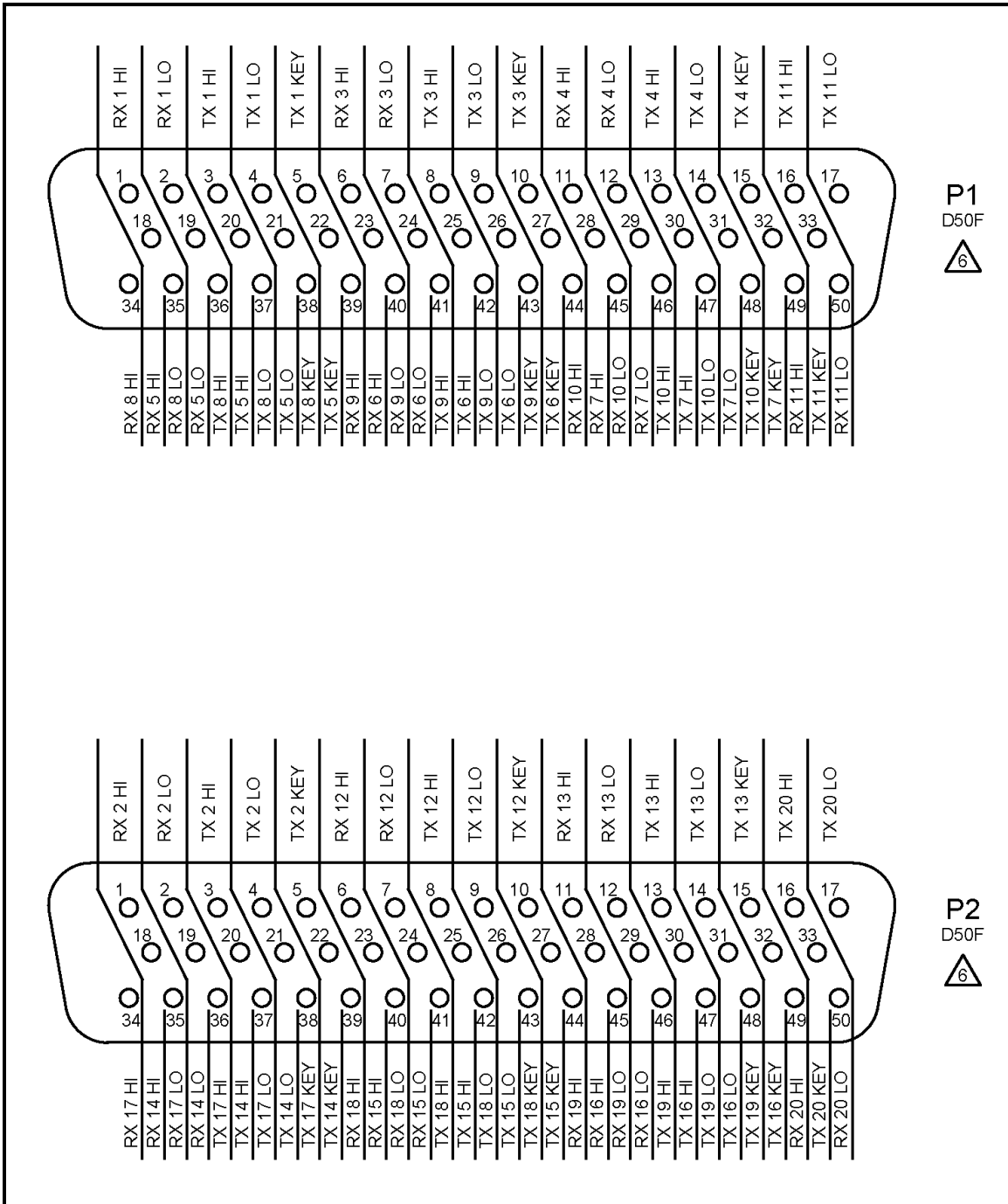


Figure 104: G13004 SHT 2 Map for P1, P2

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

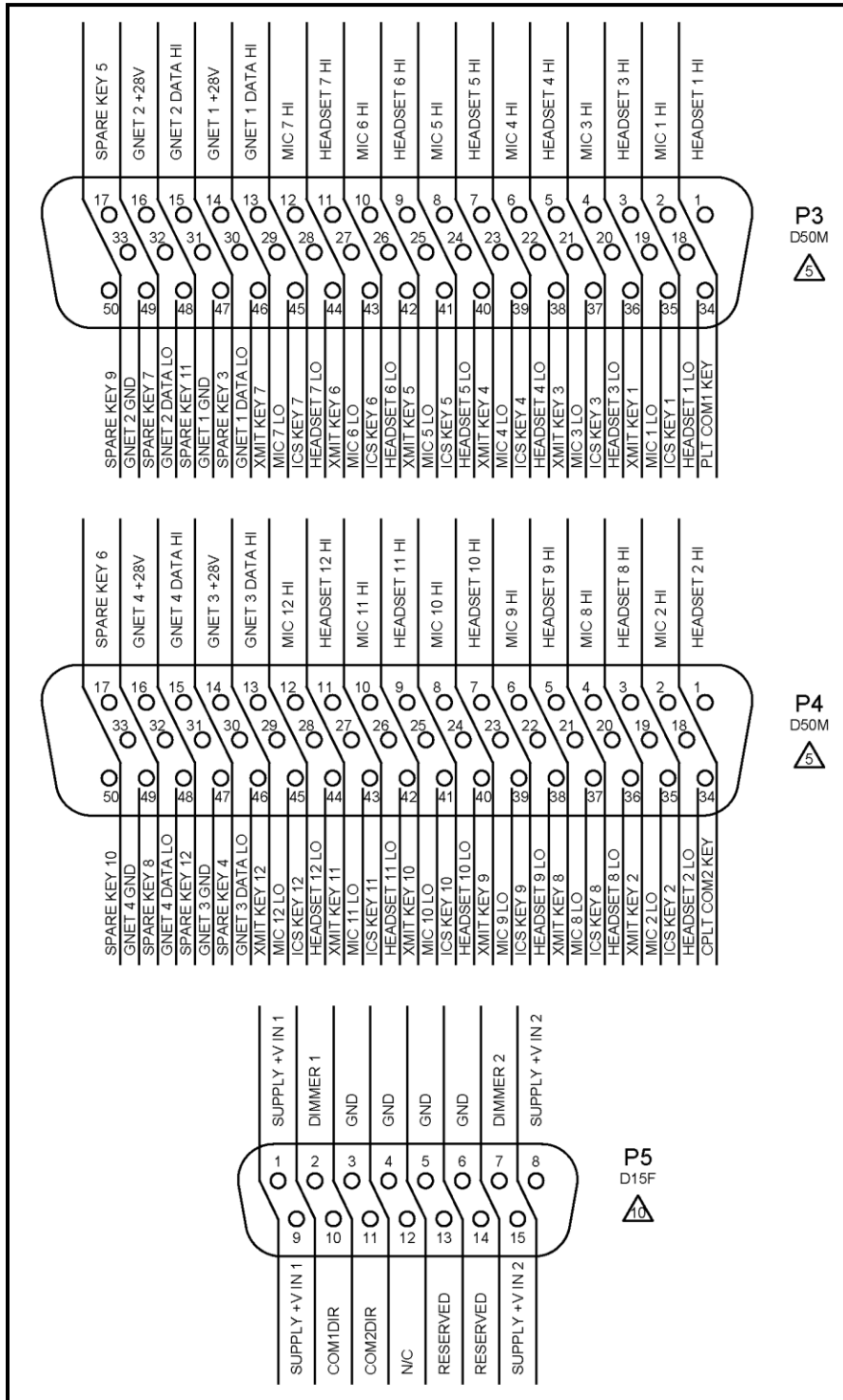


Figure 105: G13004 SHT 3 Map for P3, P4, P5

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

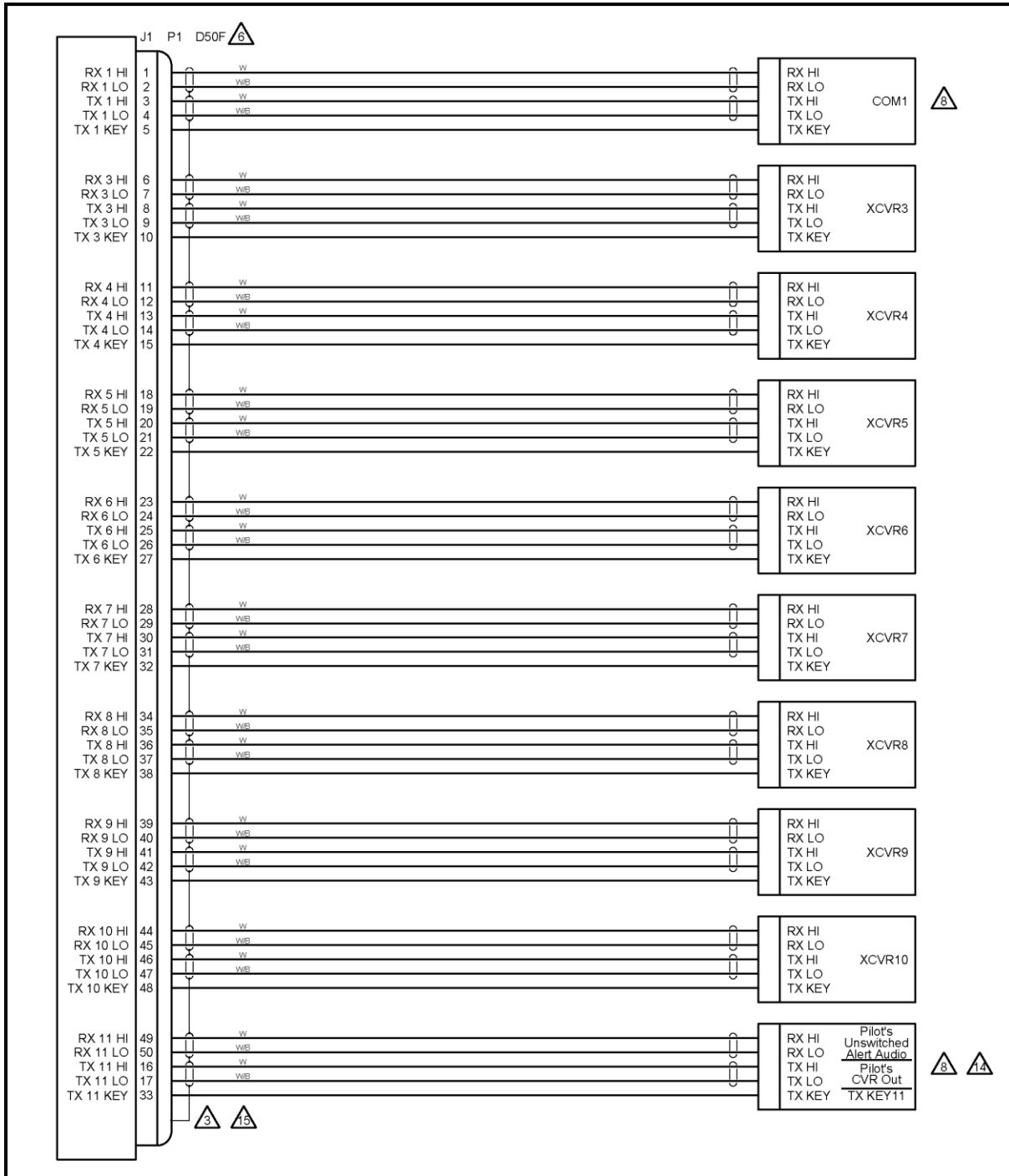


Figure 106: G13004 SHT 4 J1 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

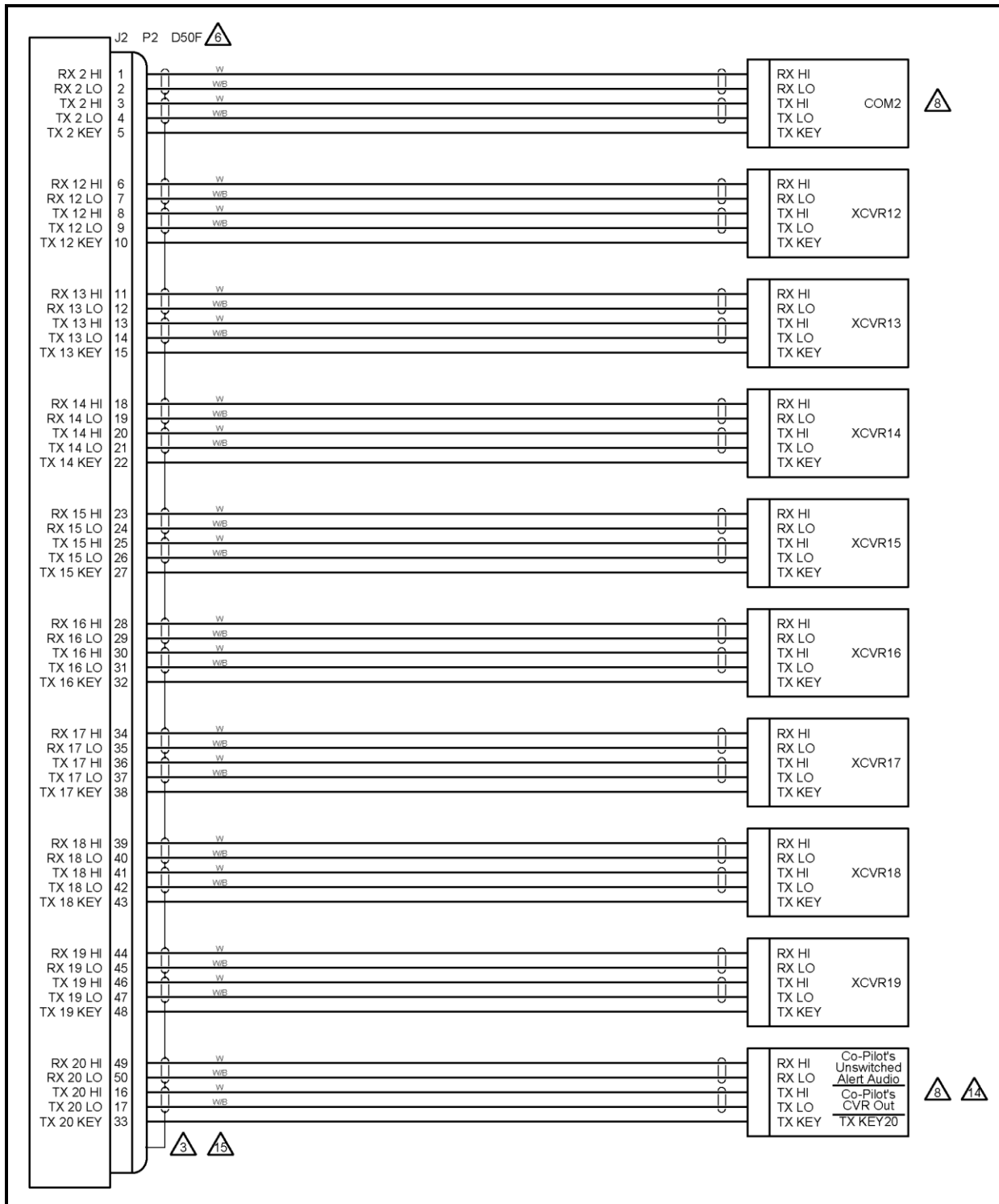


Figure 107: G13004 SHT 5 J2 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

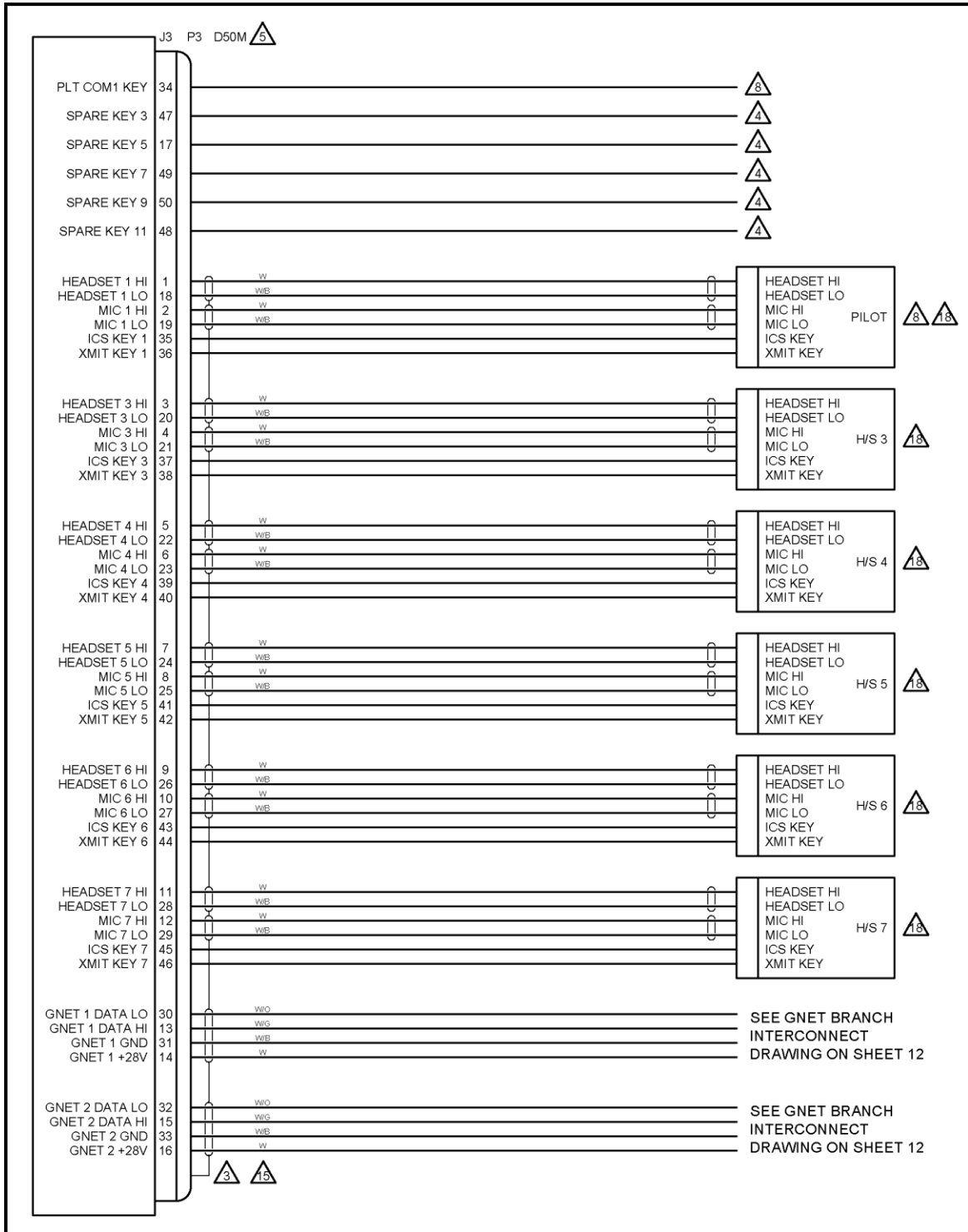


Figure 108: G13004 SHT 6 J3 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

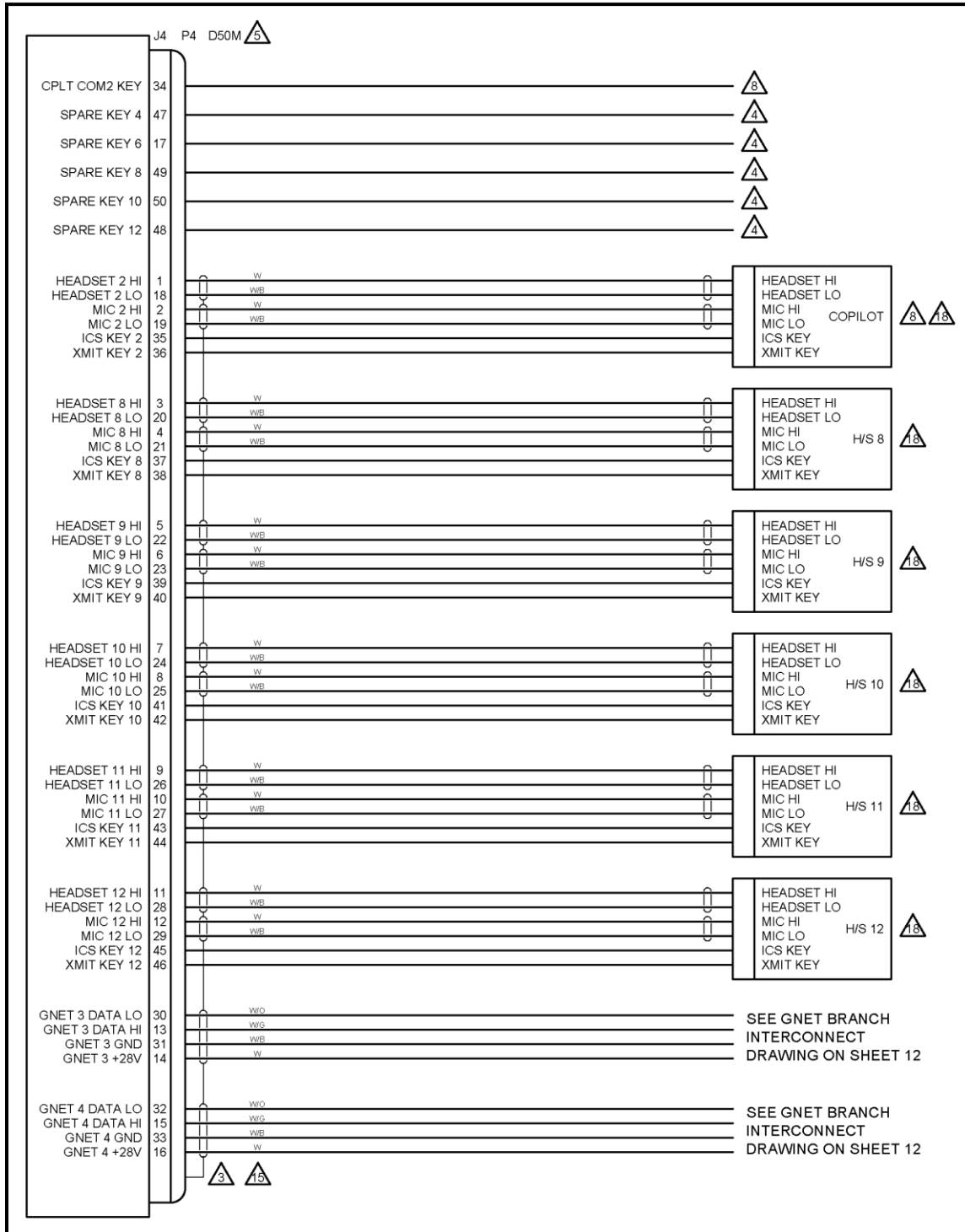


Figure 109: G13004 SHT 7 J4 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

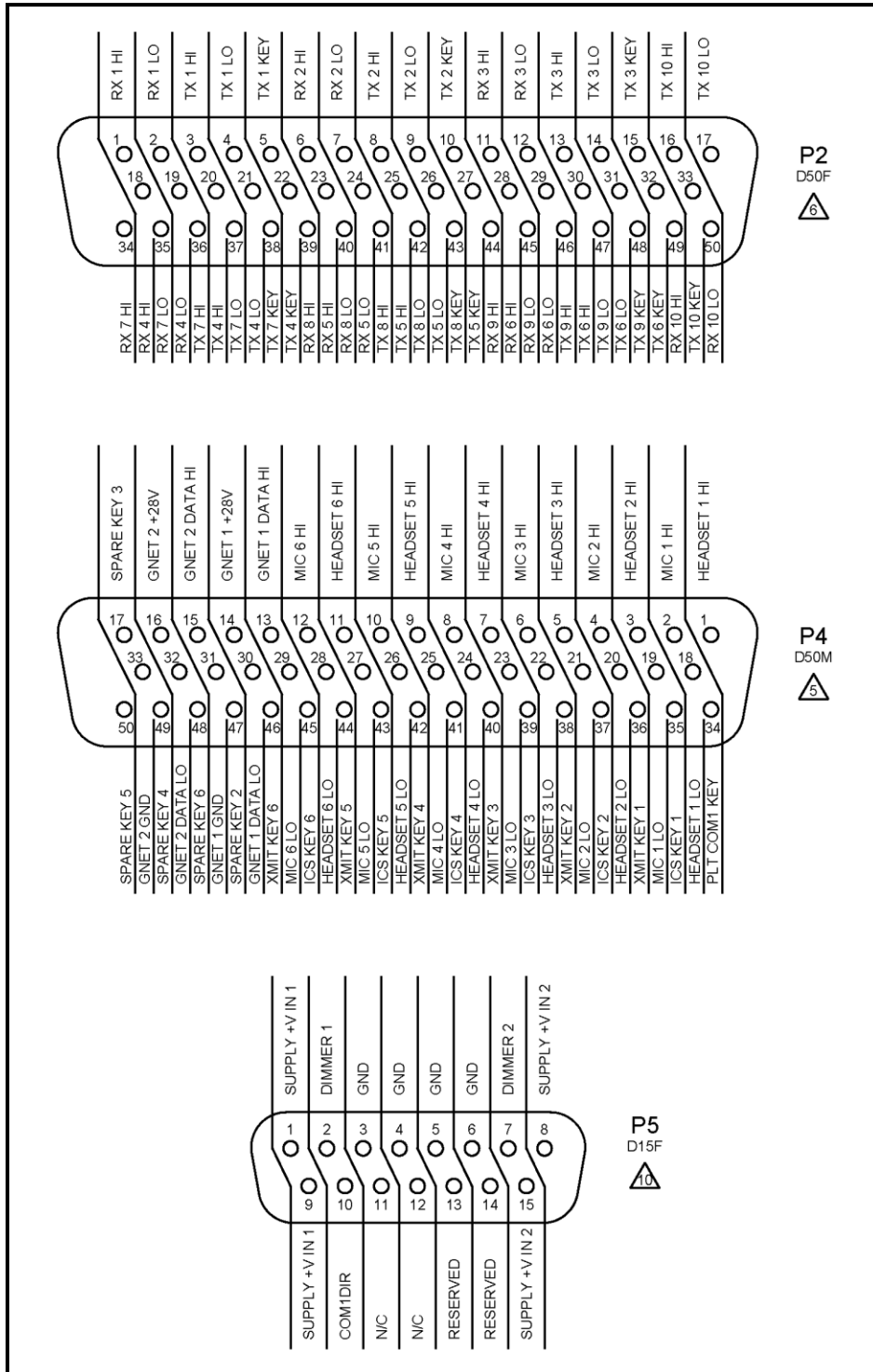


Figure 110: G13004 SHT 8 Single Board Router P2, P4, P5

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REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

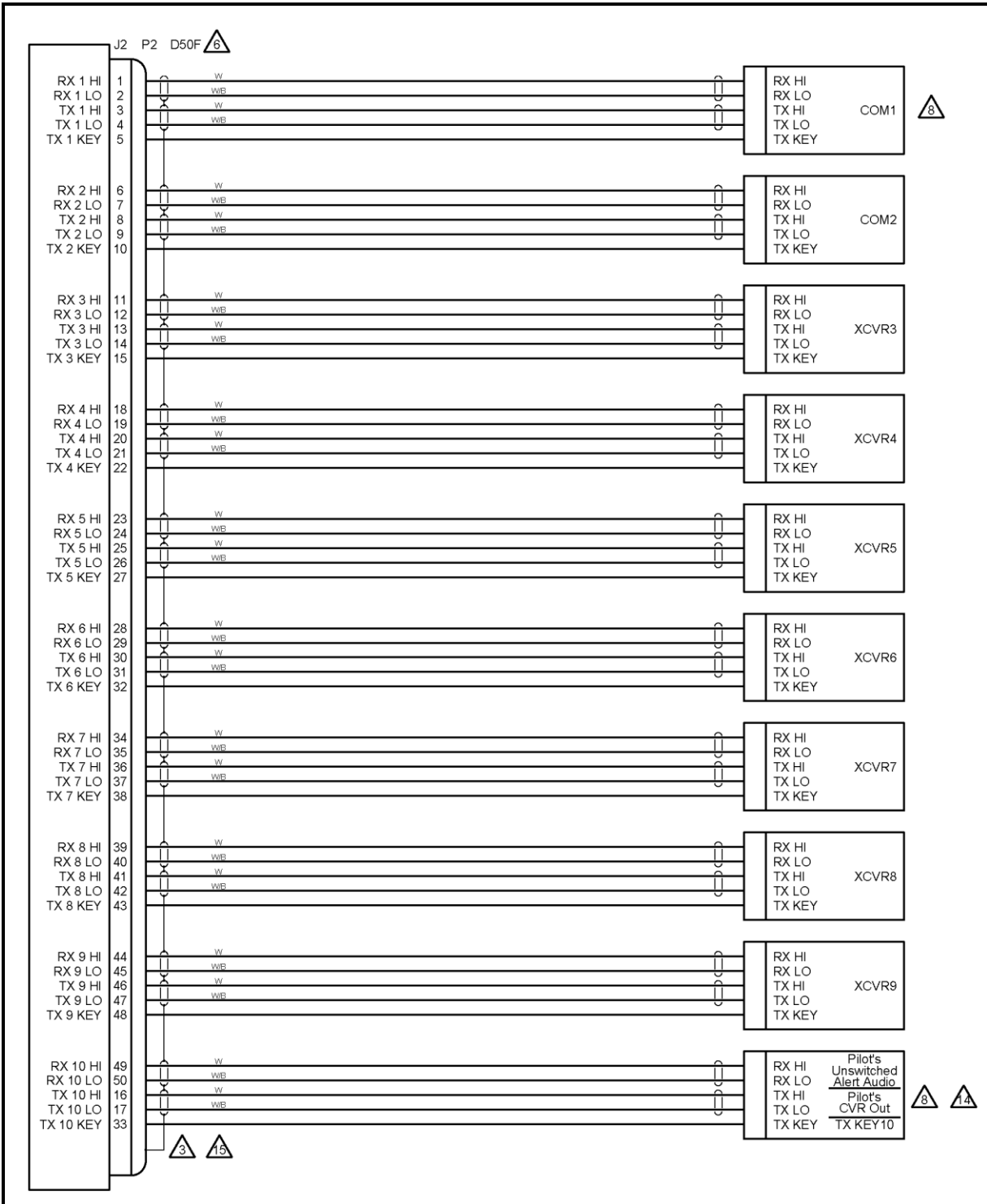


Figure 111: G13004 SHT 9 Single Board Router J2 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

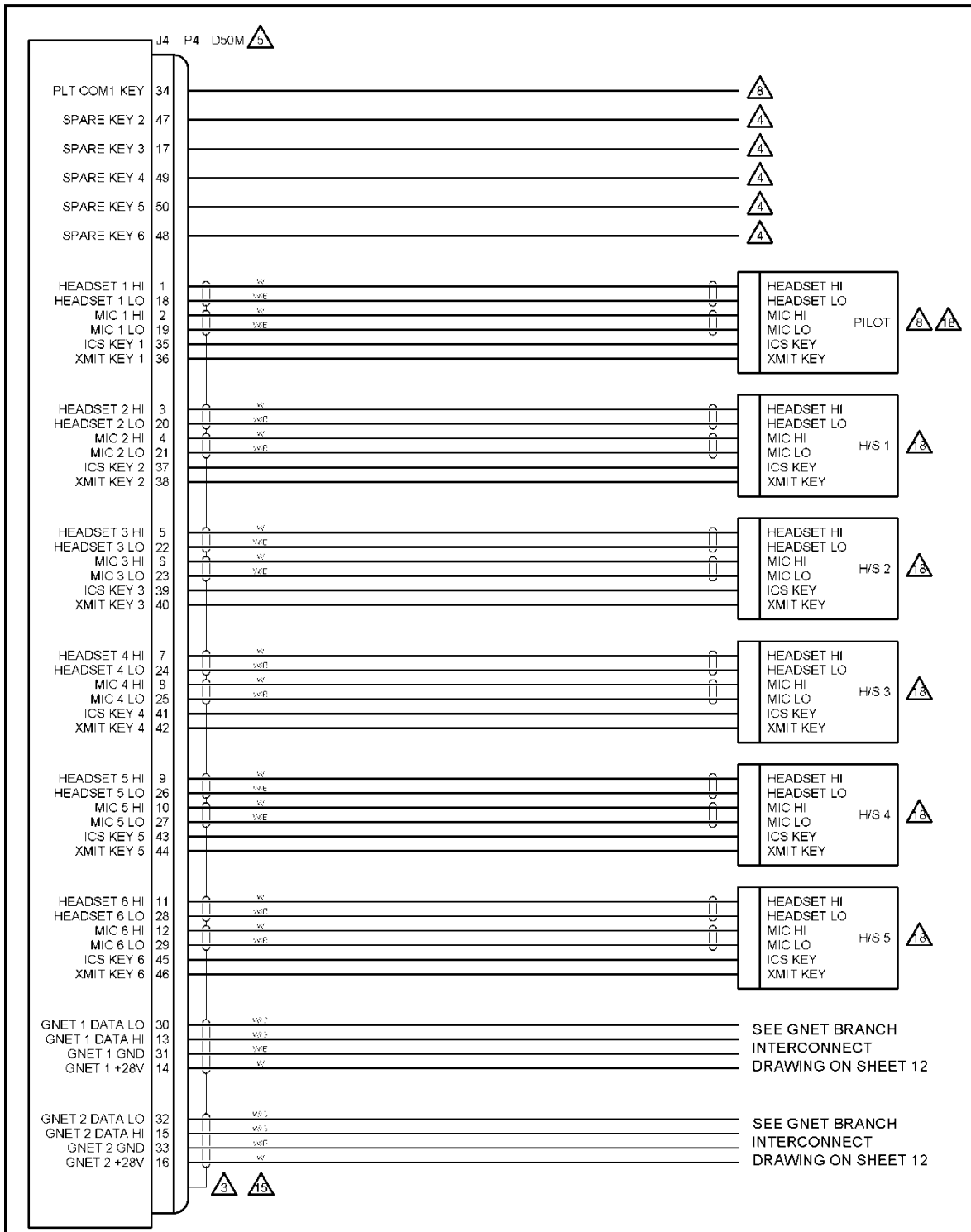


Figure 112: G13004 SHT 10 Single Board Router J4 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

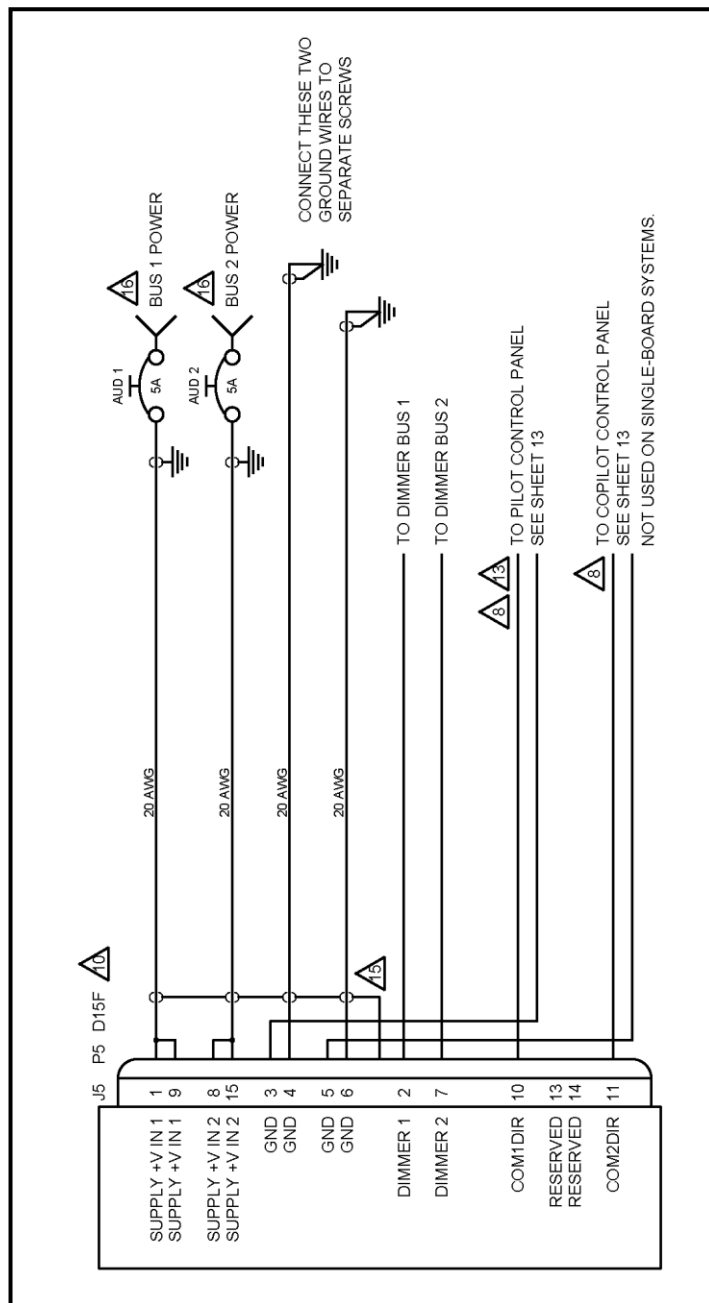


Figure 113: G13004 SHT 11 J5 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

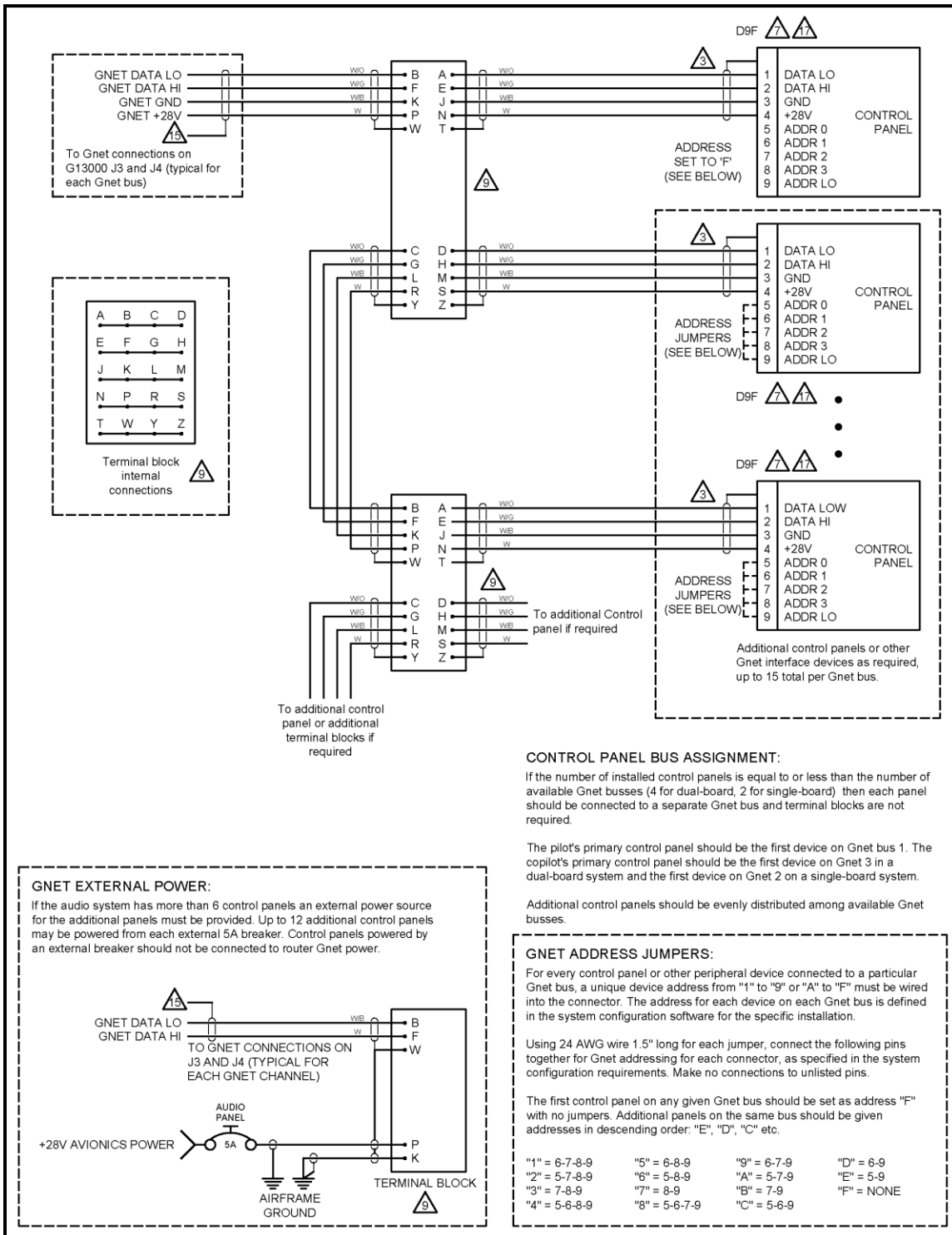


Figure 114: G13004 SHT 12 GNET Interconnects

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

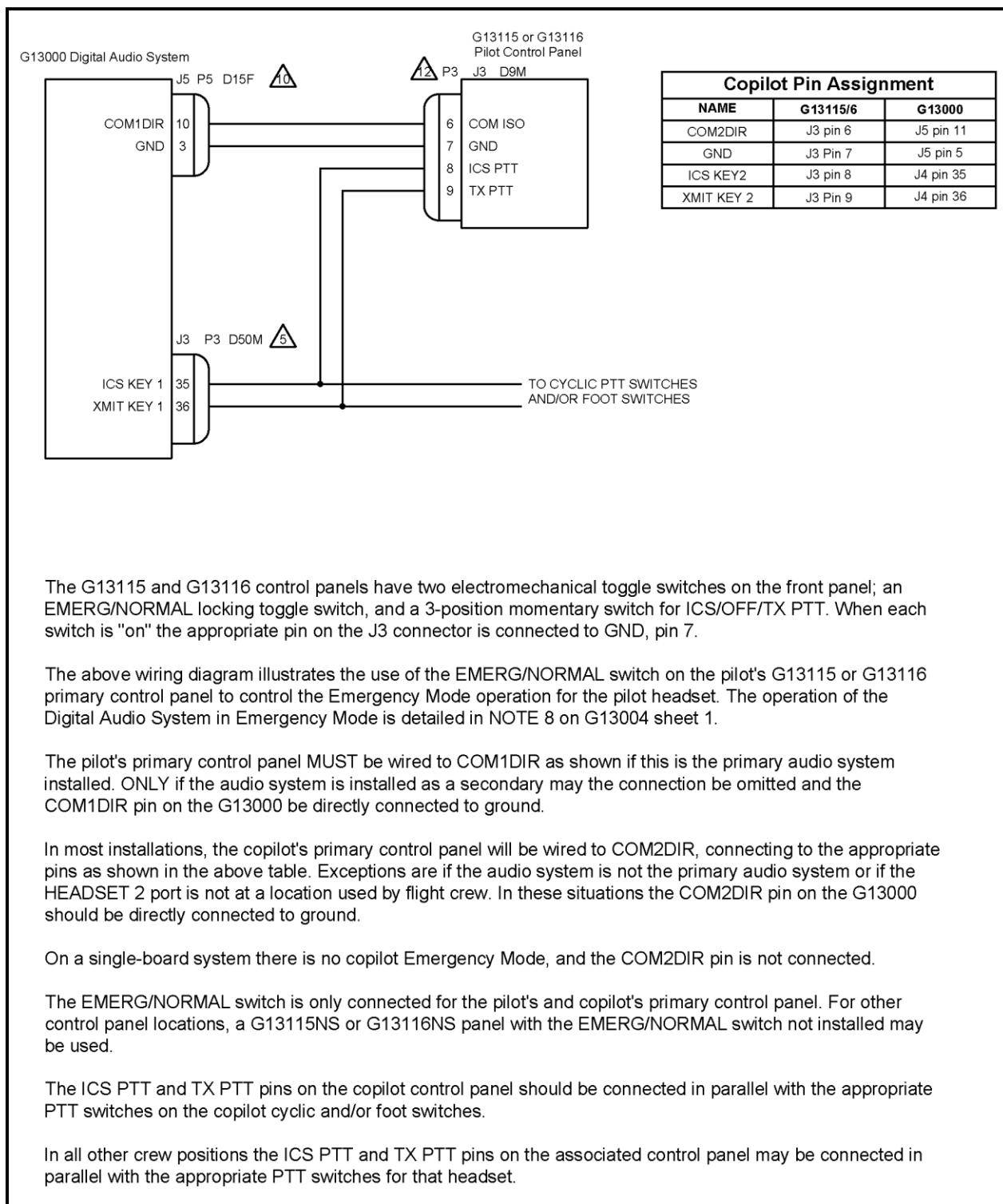


Figure 115: G13004 SHT 13 G13115 Control Head Wiring

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

AUDIO BOARD OPTIONS:

This drawing set applies to the G13160 3-board Audio Router.
It is not compatible with the G13000 Dual-Board or Single-Board Audio Routers.

NOTES:

1. Unless otherwise noted: All wires are 22 awg, all shielded wire is MIL-DTL-27500; all unshielded wire is MIL-W-22759/16.
2. All Grounding and Bonding will be I/A/W AC 43.13-1B, Chapter 11, Section 15.
3. Ground the shield return to the metal connector backshell if used, or otherwise to the metal connector housing.
4. SPARE KEY line function and connections are installer defined and depend on the specific system configuration.
5. D50M connector assembly consists of: Connector M24308/4-5F; Cinch backshell DD-24661-34; 2ea. Cinch Screwlocks D20420-42. Alternate Backshell: Conec 165X10179X.
6. D50F connector assembly consists of: Connector M24308/2-5F; Cinch backshell DD-24661-34; 2ea. Cinch Screwlocks D20420-42. Alternate Backshell: Conec 165X10179X.
7. D9F connector assembly consists of: Connector M24308/2-1F; Cinch backshell DE-24657-30; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec 165X10139X.
8. When COM1DIR (P7, Pin 10) is not grounded, the Pilot headset is in EMERGENCY mode and the following lines are diverted:
 - HEADSET 1 connects directly to RX 1, RX 11 (Unswitched Alert Tones) and the emergency intercom.
 - MIC 1 connects directly to TX 1 and the emergency Intercom.
 - XMIT KEY 1 and PLT COM1 KEY connect to TX KEY 1.
 - ICS KEY 1 keys the emergency intercom, if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.
 - TX 11 (CVR) transmits HEADSET 1, MIC 1 and Emergency Intercom if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.

When COM2DIR (P7, Pin 11) is not grounded, the Copilot headset and Headset 13 are in EMERGENCY mode and the following lines are diverted:

 - HEADSET 2 connects directly to RX 2, RX 20 (Unswitched Alert Tones) and the emergency intercom.
 - MIC 2 connects directly to TX 2 and the emergency Intercom.
 - XMIT KEY 2 and CPLT COM2 KEY connect to TX KEY 2.
 - ICS KEY 2 keys the emergency intercom, if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.
 - TX 20 (CVR) transmits HEADSET 2, MIC 2 and Emergency Intercom if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.
 - HEADSET 13 connects directly to RX21, RX30 and the emergency intercom.
 - MIC 13 connects directly to TX21 and the emergency Intercom.
 - XMIT KEY 13 and HS13 TX21 KEY connect to TX KEY 21.
 - ICS KEY 13 keys the emergency intercom, if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.
 - TX30 transmits HEADSET 13, MIC 13 and Emergency Intercom if at least one Power Input Circuit Breaker to the G13160 Audio Router has power.
9. TERMINAL BLOCK assembly consists of: Deutsch block CTJ122E05E; Deutsch socket contacts CTS-S22/22 or M39029/22-191. A Gnet bus that is connected to only one control panel or other device may be wired directly without using a terminal block.
10. D15F connector preferred assembly consists of: Connector M24308/2-2F; Cinch backshell DA-24658-31; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec P/N: 165X10149X. Splices on 20 AWG wire shall also be 20 AWG, length 3 inches maximum. Alternate assembly consists of: Kobiconn Solder-Cup Connector 156-1315T-E and Cinch backshell DA-24658-31; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec P/N: 165X10149X. Conductors shown with splices may be implemented by soldering the supply wire to both pins after soldering and insulating the adjacent connections.
12. D9M connector assembly consists of: Connector M24308/4-1F; Cinch backshell DE-24657-30; 2ea. Cinch Screwlocks D20419-46. Alternate Backshell: Conec 165X10139X.
13. The COM1DIR pin MUST be wired to an appropriate switch to control Emergency Mode for the pilot headset. Emergency Mode is mandatory when the G13160 Audio Router is used as the primary audio system. See notes on sheet 13.
14. For EC135 connect alert tone ports to TB9 of factory wiring. See Eurocopter Maint. Manual WDM for detail.
For EC145 connect alert tone ports to TB55028 of factory wiring. See Eurocopter Maint. Manual WDM for detail.
For Bell 204, 205, 214 and 412 connect alert tone ports to 8Z1P3. See Bell Maint. Manual BHT-xx-MM for detail.
15. SHIELDING: For shielded wire, the shield must be connected to airframe ground or connector ground as follows:
 - For wire carrying audio signals, the shield must be grounded at one end ONLY. Grounding both ends may lead to audio noise.
 - Audio shield ground connections should be made at the G13160 connectors but may be made at the other end at the installers discretion.
 - For all other shielded wire, e.g. Gnet and power, the shield must be grounded at both ends.
16. BUS CONNECTIONS: Breakers should be connected to two separate busses for redundancy. Consult installation instructions to determine appropriate bus assignments.
17. CONTROL PANEL CONNECTIONS: Control panel J1 is the default Gnet connection. J2 is used for expansion in specific configurations only.
18. HEADSET LO is NOT a power ground and MUST NOT be used as a ground for powered devices. MIC LO may be used as a ground for low-powered devices or use an external ground connection.

Figure 116: G13162 SHT 1 NOTES

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

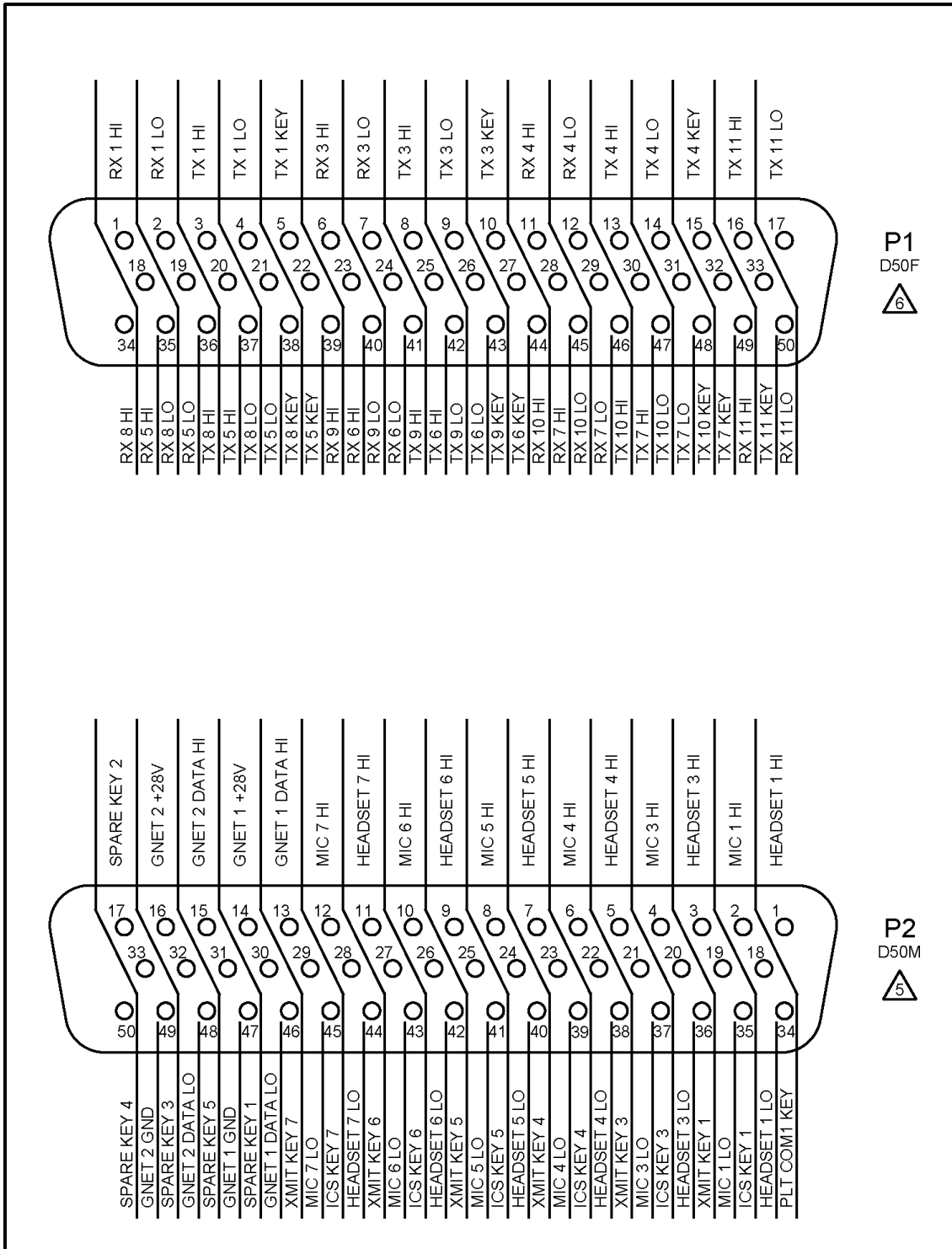


Figure 117: G13162 SHT 2 Map for P1, P2

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

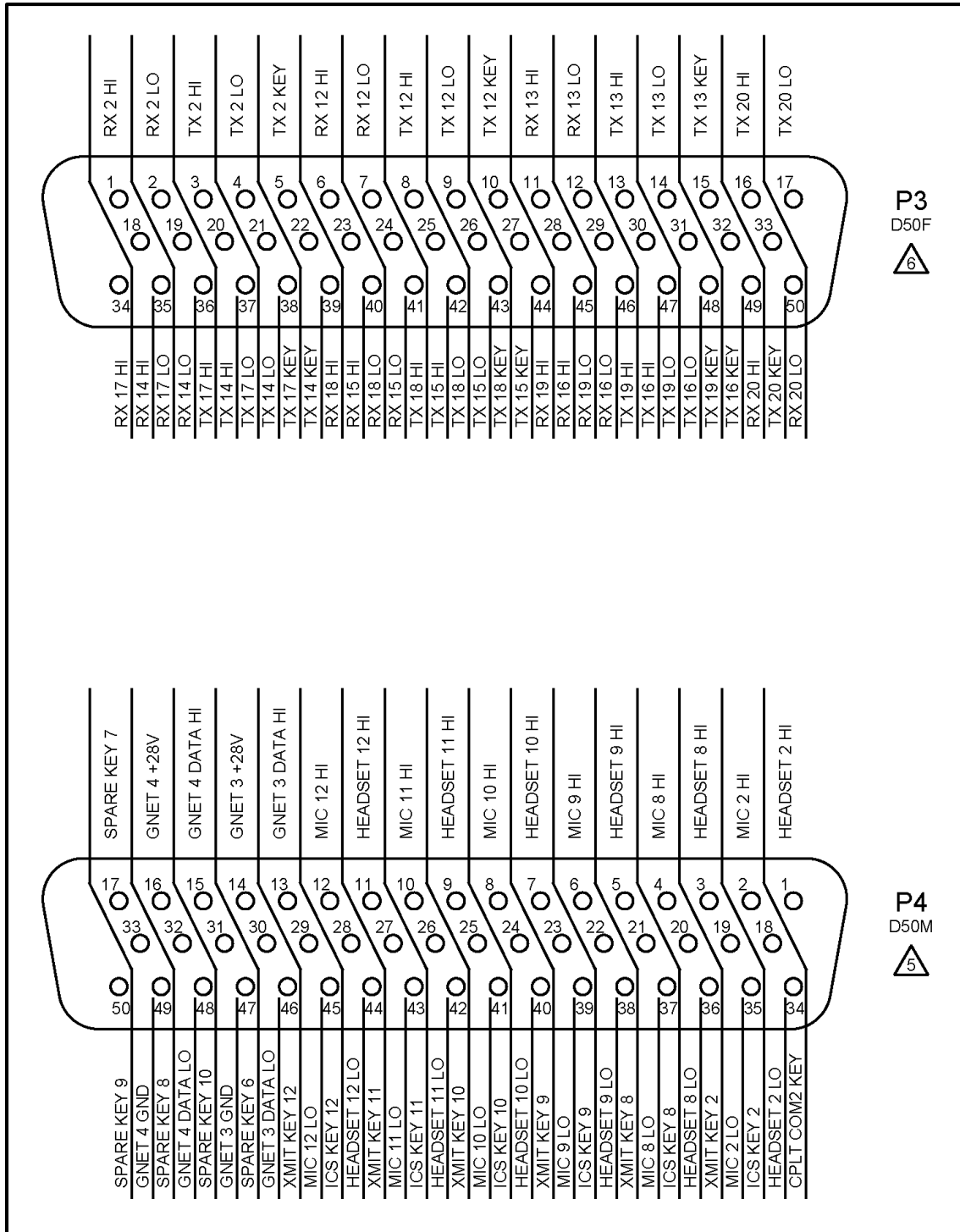


Figure 118: G13162 SHT 3 Map for P3, P4

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

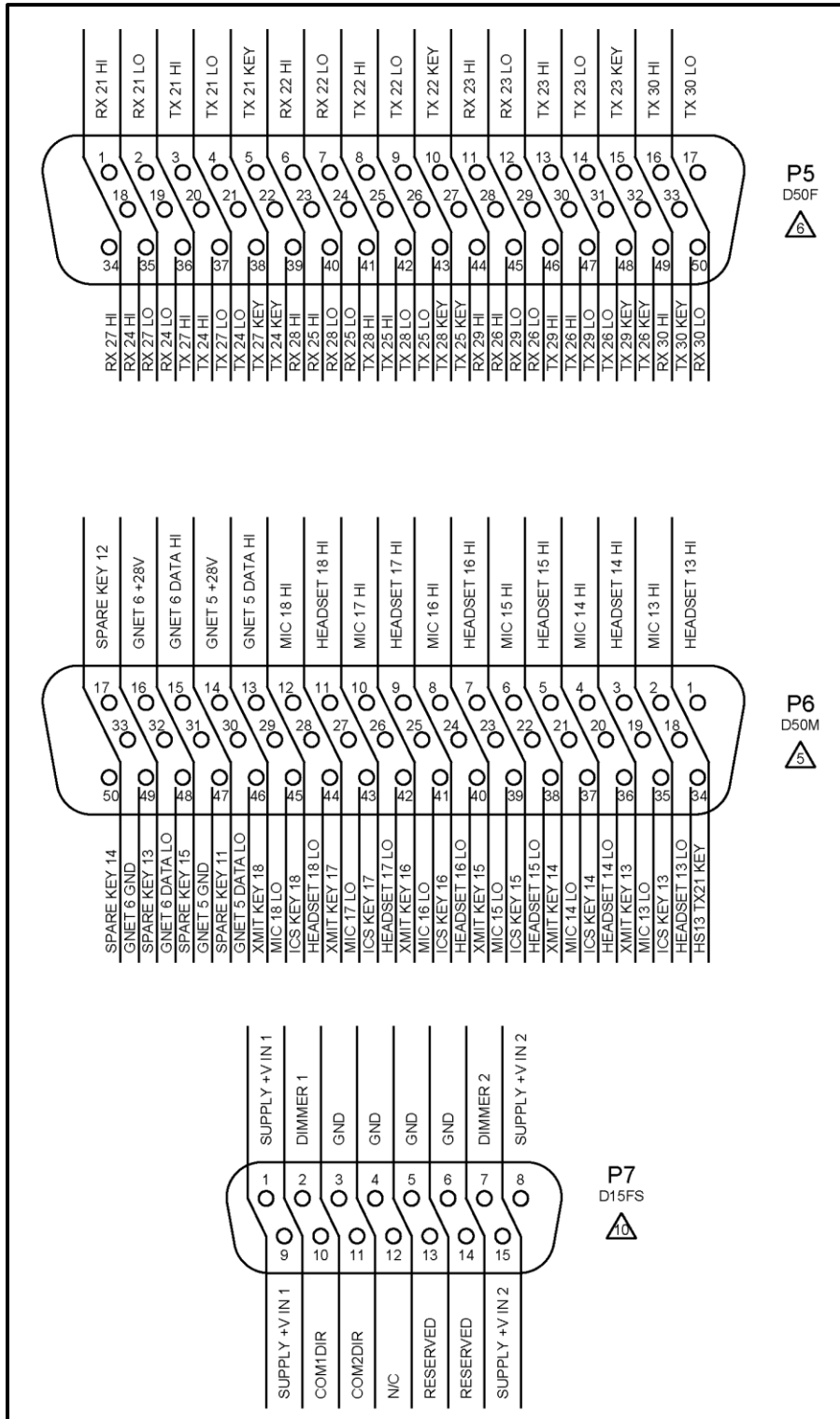


Figure 119: G13162 SHT 4 Map for P5, P6, P7

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

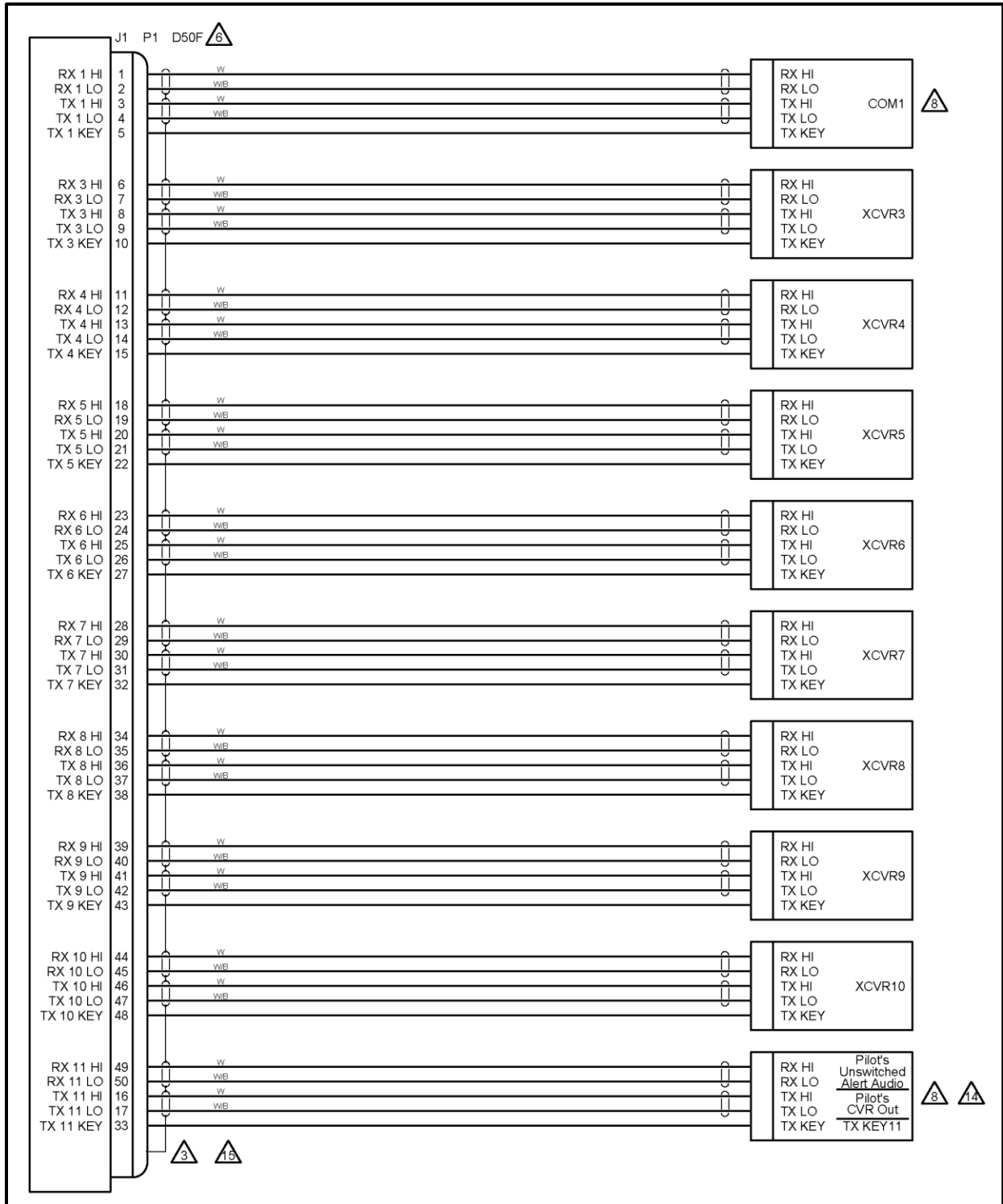


Figure 120: G13162 SHT 5 J1 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

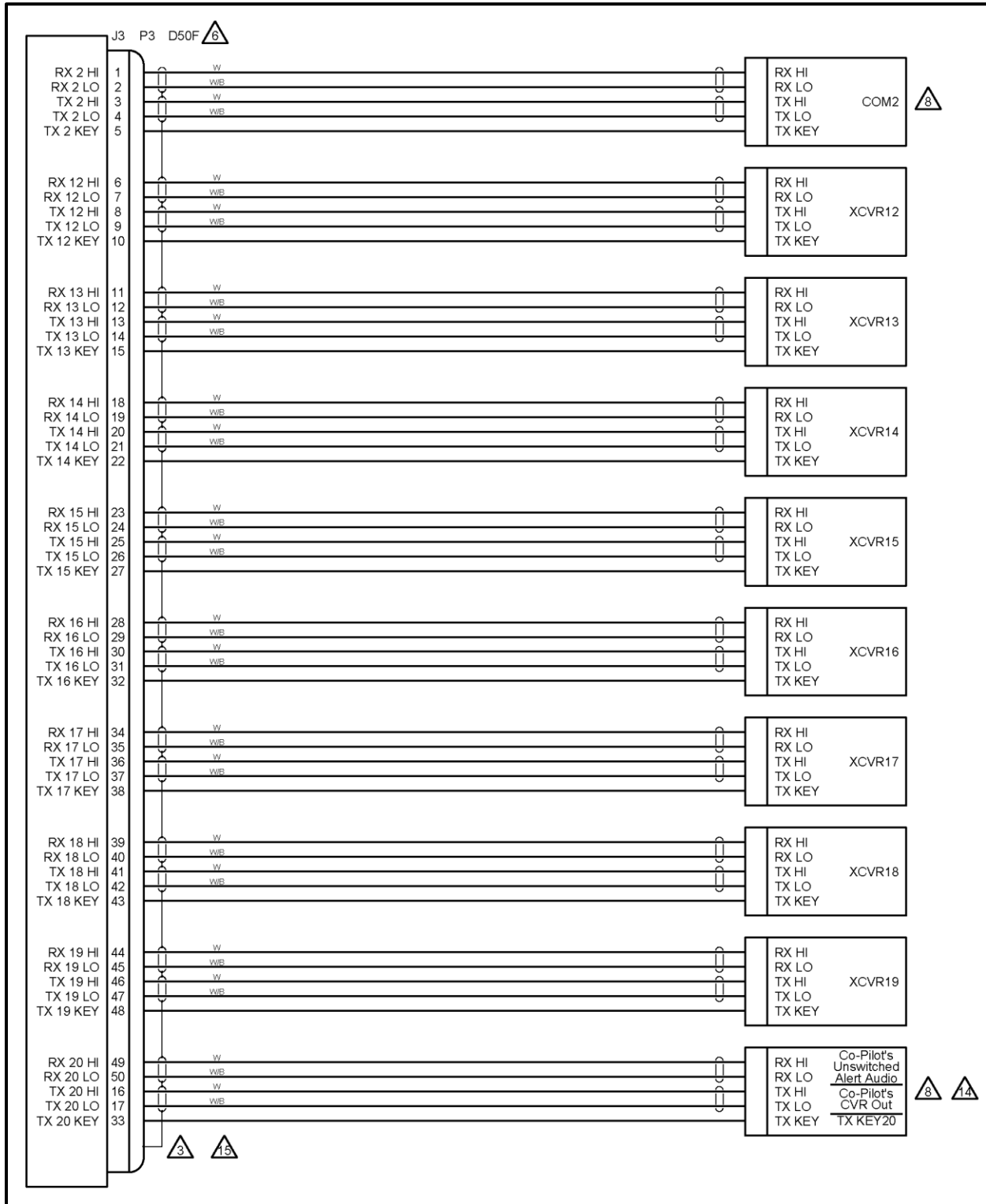


Figure 121: G13162 SHT 6 J3 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

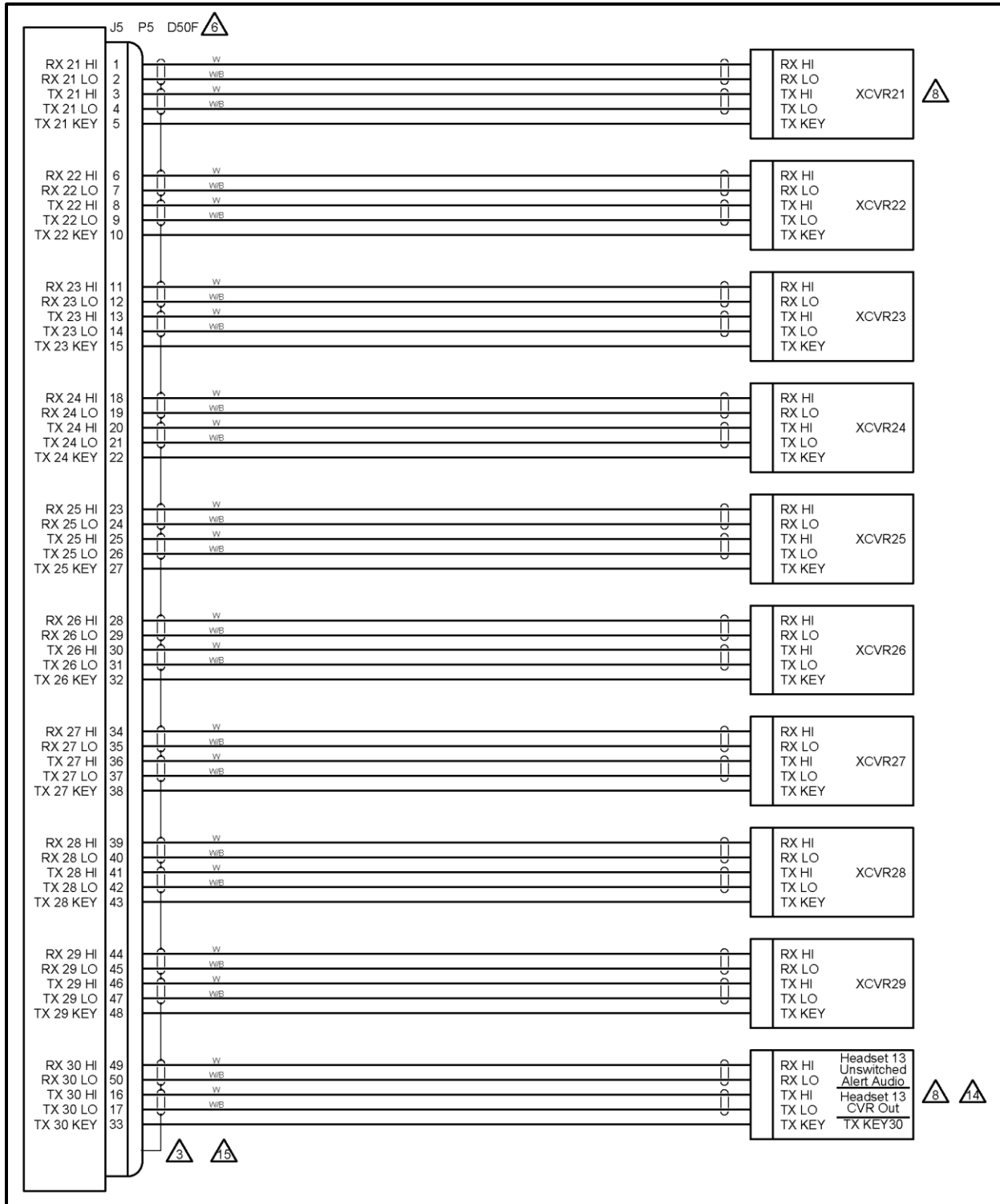


Figure 122: G13162 SHT 7 J5 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

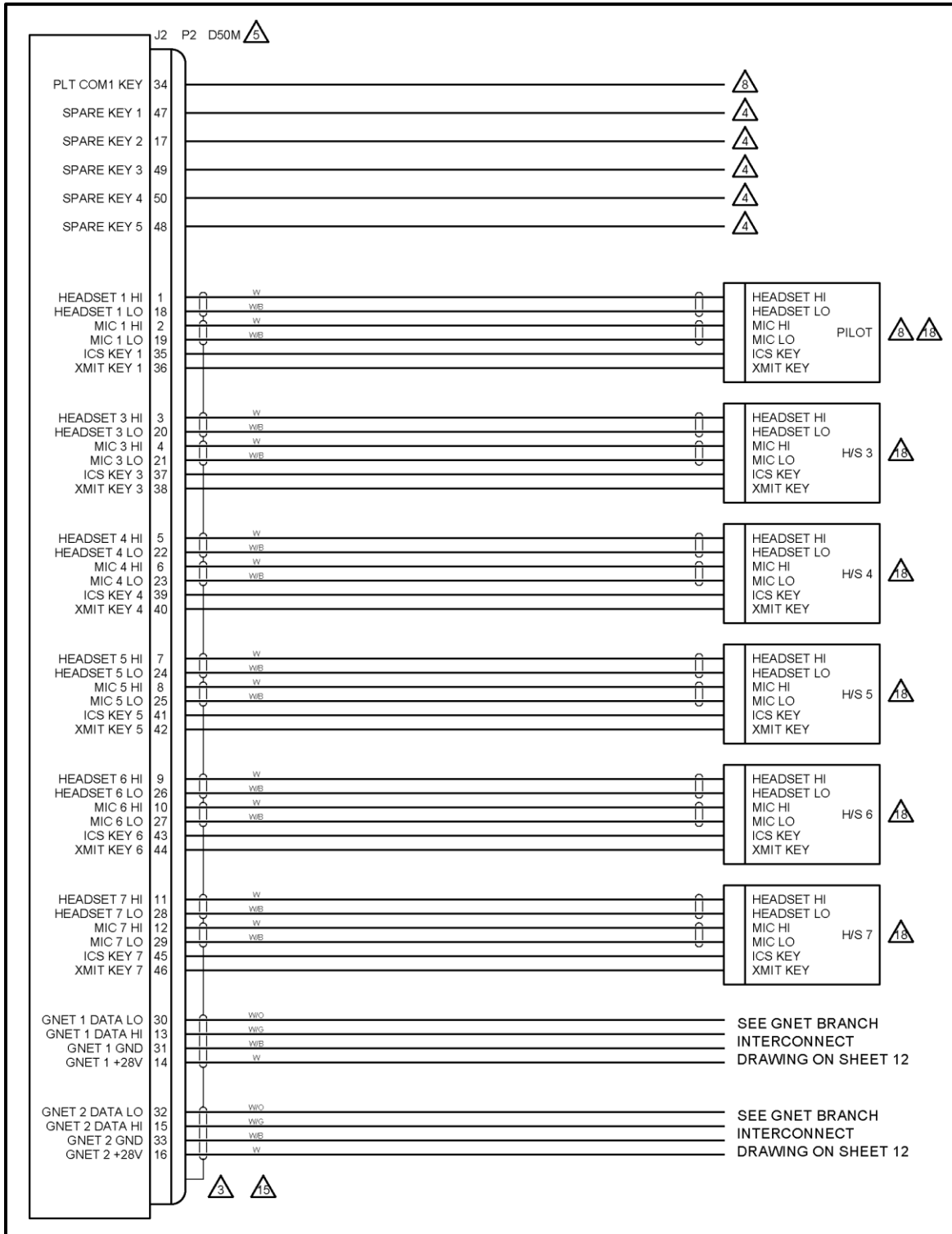


Figure 123: G13162 SHT 8 J2 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

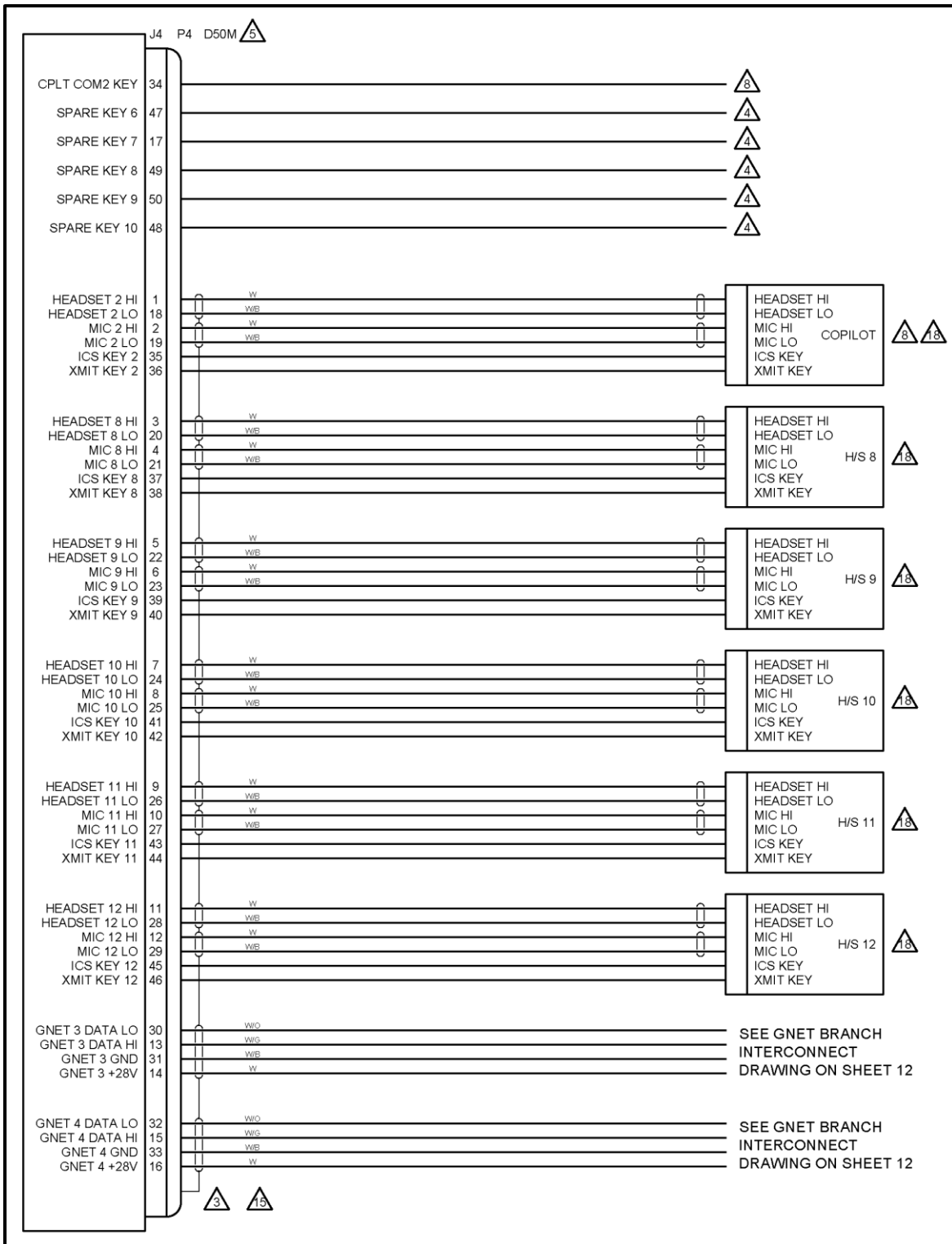


Figure 124: G13162 SHT 9 J4 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

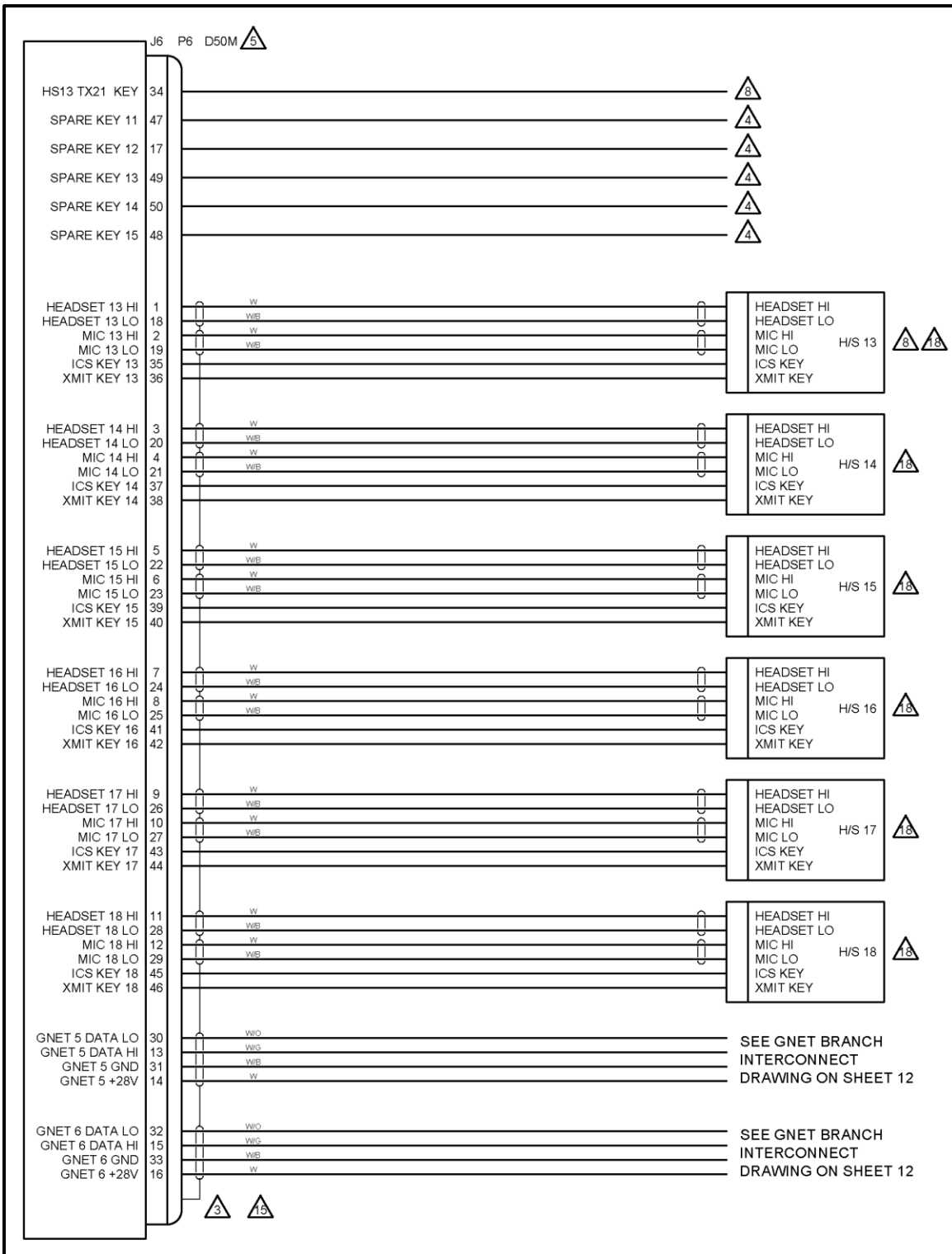


Figure 125: G13162 SHT 10 J6 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

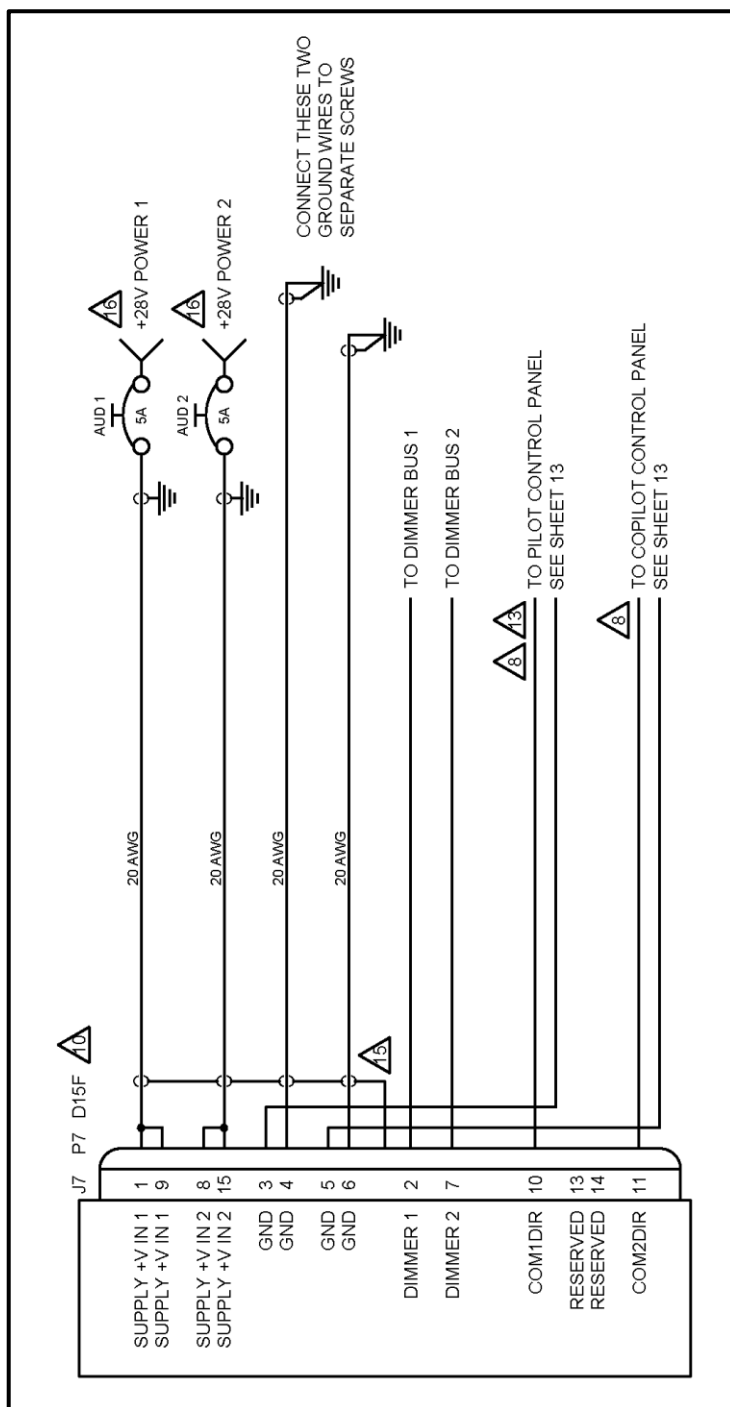


Figure 126: G13162 SHT 11 J7 Connections

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

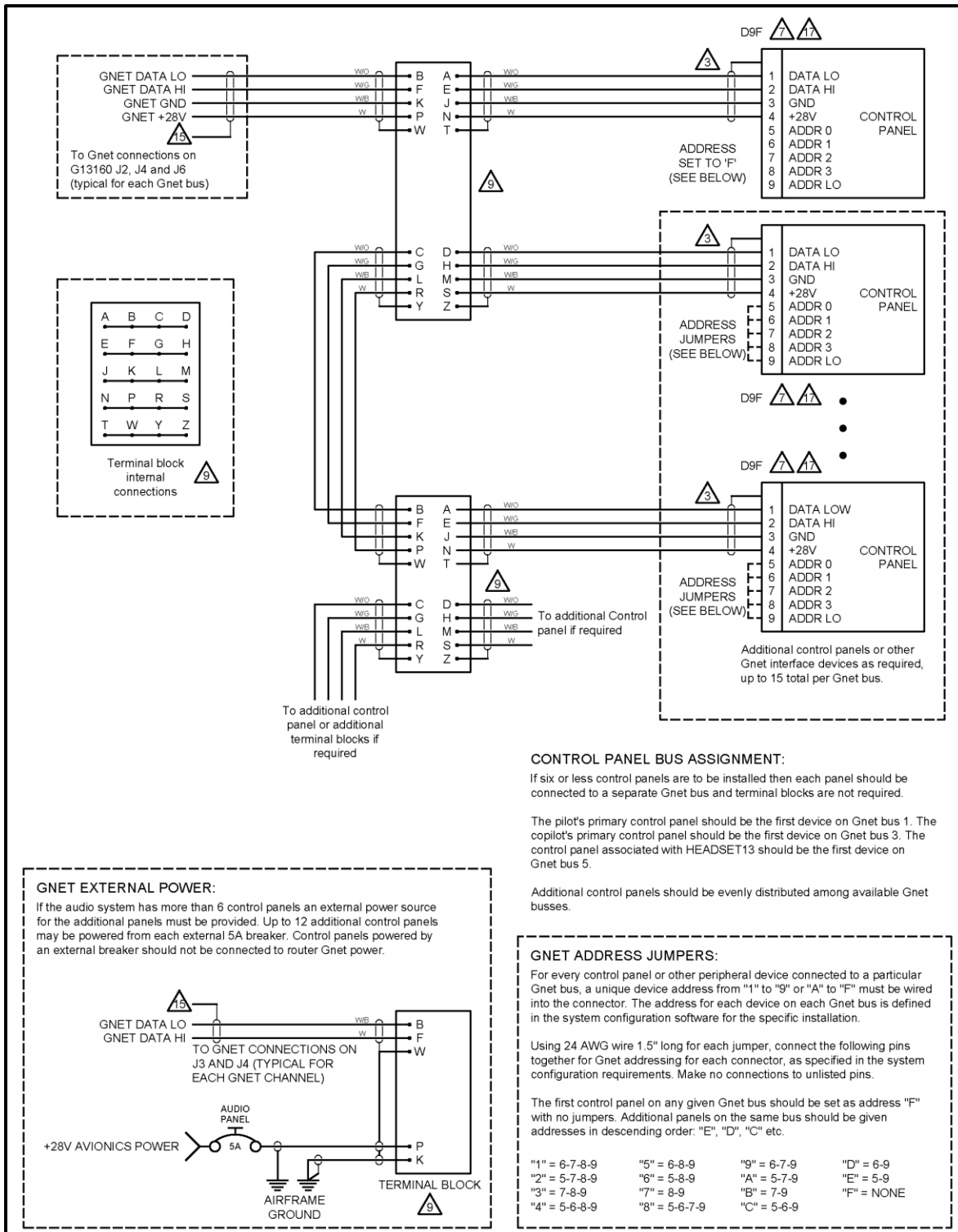


Figure 127: G13162 SHT 12 GNET Interconnects

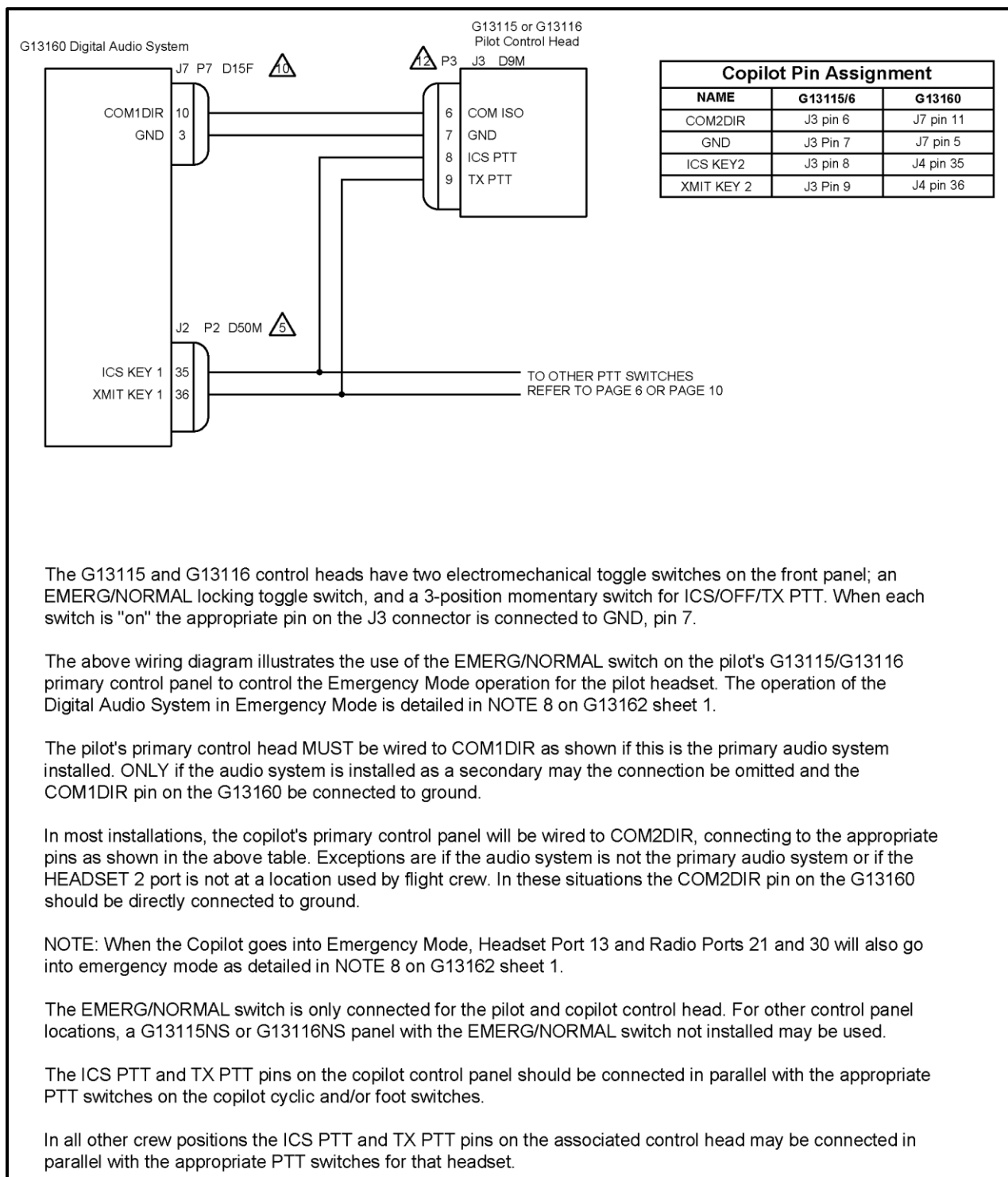
SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

 ICA182-2
 Rev. C
 11/7/17


The G13115 and G13116 control heads have two electromechanical toggle switches on the front panel; an EMERG/NORMAL locking toggle switch, and a 3-position momentary switch for ICS/OFF/TX PTT. When each switch is "on" the appropriate pin on the J3 connector is connected to GND, pin 7.

The above wiring diagram illustrates the use of the EMERG/NORMAL switch on the pilot's G13115/G13116 primary control panel to control the Emergency Mode operation for the pilot headset. The operation of the Digital Audio System in Emergency Mode is detailed in NOTE 8 on G13162 sheet 1.

The pilot's primary control head MUST be wired to COM1DIR as shown if this is the primary audio system installed. ONLY if the audio system is installed as a secondary may the connection be omitted and the COM1DIR pin on the G13160 be connected to ground.

In most installations, the copilot's primary control panel will be wired to COM2DIR, connecting to the appropriate pins as shown in the above table. Exceptions are if the audio system is not the primary audio system or if the HEADSET 2 port is not at a location used by flight crew. In these situations the COM2DIR pin on the G13160 should be directly connected to ground.

NOTE: When the Copilot goes into Emergency Mode, Headset Port 13 and Radio Ports 21 and 30 will also go into emergency mode as detailed in NOTE 8 on G13162 sheet 1.

The EMERG/NORMAL switch is only connected for the pilot and copilot control head. For other control panel locations, a G13115NS or G13116NS panel with the EMERG/NORMAL switch not installed may be used.

The ICS PTT and TX PTT pins on the copilot control panel should be connected in parallel with the appropriate PTT switches on the copilot cyclic and/or foot switches.

In all other crew positions the ICS PTT and TX PTT pins on the associated control head may be connected in parallel with the appropriate PTT switches for that headset.

Figure 128: G13162 SHT 13 G13115 Control Head Wiring

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 8.0 Audio System Testing

NOTE

Anytime a Router or Control Panel has been replaced complete a full Audio System Load Analysis, Audio System Functional Check and a Final Inspection as described in Section 8.0.

8.1 Audio System Load Analysis

- a. At the completion of the installation of the audio system, the installer shall perform a load analysis test of the electrical branch circuit (buss) that powers the audio system, and also the entire aircraft electrical load, to confirm that the addition of the audio system will not cause an overload to the electrical branch circuit or the aircraft generator.
- b. The current shall be measured using a properly calibrated clamp on ammeter, Amprobe Instrument model number ACDC-600A, or equivalent.
- c. Perform the branch circuit load analysis test by powering up all equipment that is intended to be operated at the same time on the branch circuit that the audio system is connected to. Additionally, key the three highest power communication transmitters at the same time, if possible, while the current measurements are being taken.
- d. Measure the current of the branch circuit powering the audio system, by clamping the meter around the branch circuit wire near its origin at the aircraft master electrical distribution box. Confirm that the current draw during the above described test conditions is less than the current limiter (fuse or circuit breaker) rating for that branch circuit.
- e. If the current draw is greater than the current limiter rating, it becomes the installer's responsibility to re-distribute enough of the other equipment powered by this branch circuit to another suitable branch circuit, in order to reduce the load on the audio system's branch circuit to less than the current limiter rating.

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

- f. Once the branch circuit loads are within limits, test the current load for the entire aircraft while all power for the aircraft is being supplied by the aircraft generator. Perform this load analysis test by powering up all equipment on the aircraft that is intended to be operated at the same time as the audio system. Additionally, key the three highest power communication transmitters at the same time, if possible, while the current measurements are being taken. Clamp the ammeter around the generator output wire near the point that it enters the aircraft master electrical distribution box. Confirm that the current draw during the above described test is less than the generator system rating.

8.2 Audio System Functional Check

- a. Perform a check of all power and ground leads to confirm they are connected properly before applying power to the system. Incorrect wiring may cause damage to the units.
- b. Connect headset adapter cables, headsets and switches. Apply power to audio system, radios and related accessories. Activate ICS and confirm proper operation. Place 'PILOT ISOLATE/NORMAL' switch in 'PILOT ISOLATE' or 'EMERG' position.
 1. Confirm clear reception of COM1 audio in pilot headset.
 2. Key transmit switch and confirm proper operation of COM1.
 3. If installed, key COM1 direct transmit switch and confirm proper operation of COM1.
 4. Confirm aircraft native alert tones are heard in the pilot headset.
 5. If testing a Digital Audio System, confirm Pilot mic audio to the CVR or other always-on output (if installed).
- c. If a Co-Pilot COM2 Isolate switch is installed, repeat step b. for the Co-Pilots installation with COM2.
- d. If testing the three-board Digital Audio System, repeat step b. for Headset Port #13 with the Co-Pilot 'EMERG/NORMAL' switch in the 'EMERG' position. The connections to Headset Port #13 are not standardized, so check system configuration documents for connection information.
- e. If testing any Digital Audio System except the single-board system, place both Pilot and Co-Pilot's 'EMERG/NORMAL' switches in the

SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

'EMERG' position and confirm the emergency mode intercom is operational between pilot, copilot and Headset Port #13 (if installed).

- f. Place the 'PILOT ISOLATE' switch in 'NORMAL' position and check all transceivers, receivers and audio devices. Repeat this process for the Co-Pilots COM2 Isolate switch if installed.
- g. Check all pilot, copilot and passenger audio control panels for proper operation
- h. Perform run-up of aircraft to verify proper operation of all control heads, radios, and headset locations. Perform test of aircraft alert tones and verify their presence, proper threshold, and proper audio level. Do not test fly aircraft if any aircraft native alert tone is not performing properly. Correct any defects noted and re-test prior to any test flight.

8.3 Final Inspection

Perform final inspection of installation confirming:

- a. There are no chafing issues.
- b. There are no mechanical interference issues.
- c. Security of fasteners.
- d. Removal of all tools.
- e. Chips, shavings and other debris are removed.
- f. Proper reassembly of aircraft.
- g. Aircraft is airworthy prior to returning to service



SUBJECT	REF. MDL.	REPORT NO.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	GA182	ICA182-2 Rev. C 11/7/17

Section 9.0 Weight and Balance

Refer to helicopter equipment list for updated weight and balance information.

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

Section 10.0 Typical Analog Audio System Wiring Configurations

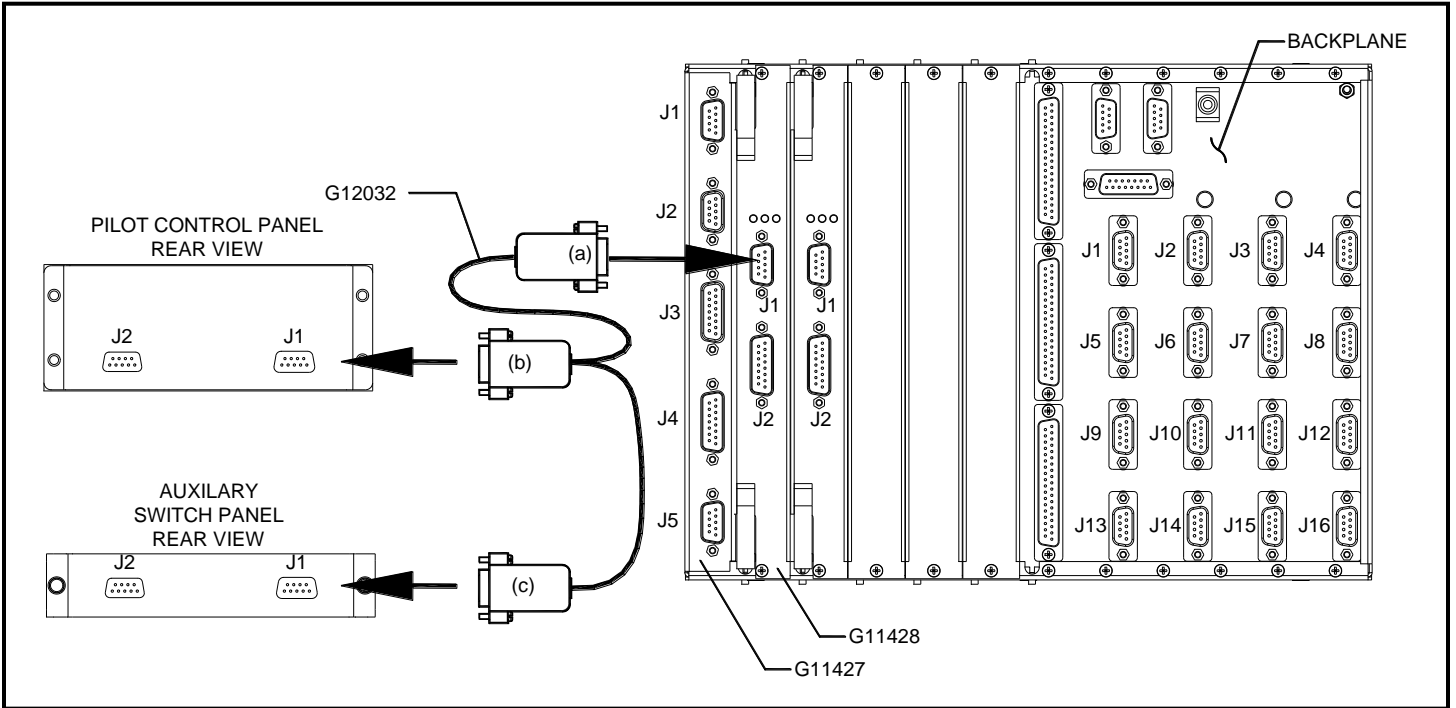


Figure 129: Auxiliary Switch Panel Wiring

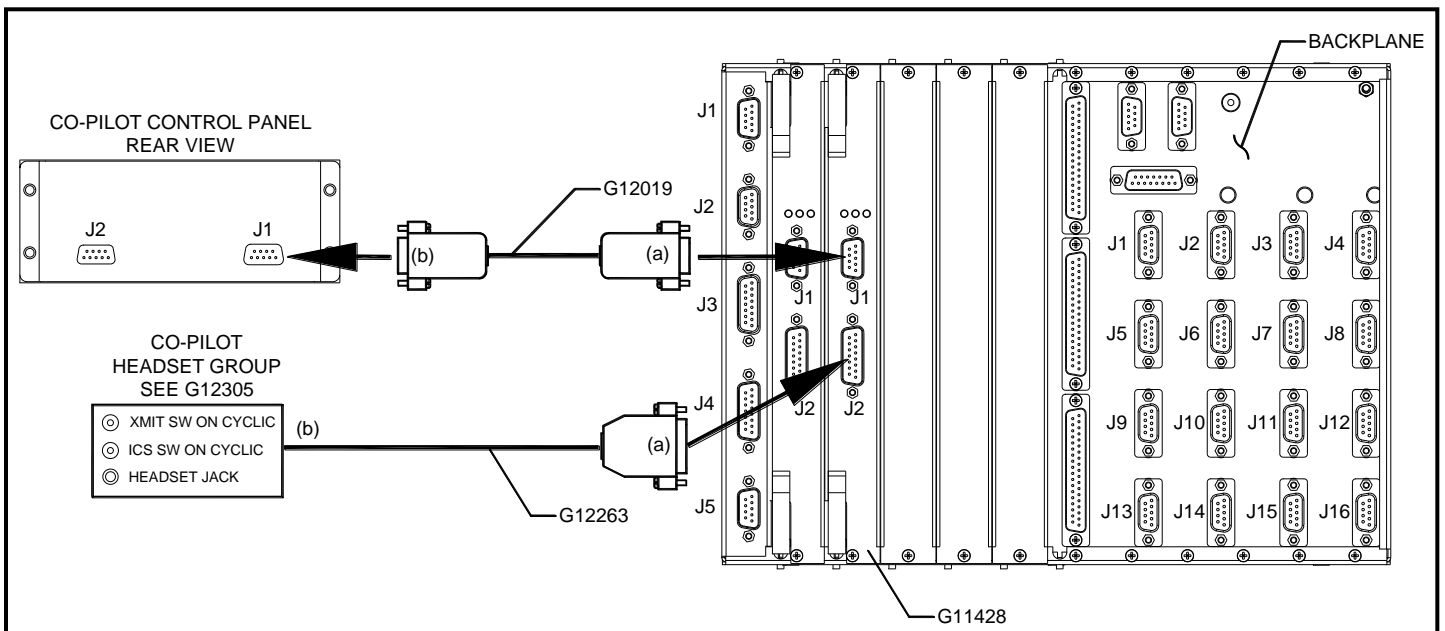


Figure 130: Copilot's Control Panel Wiring

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

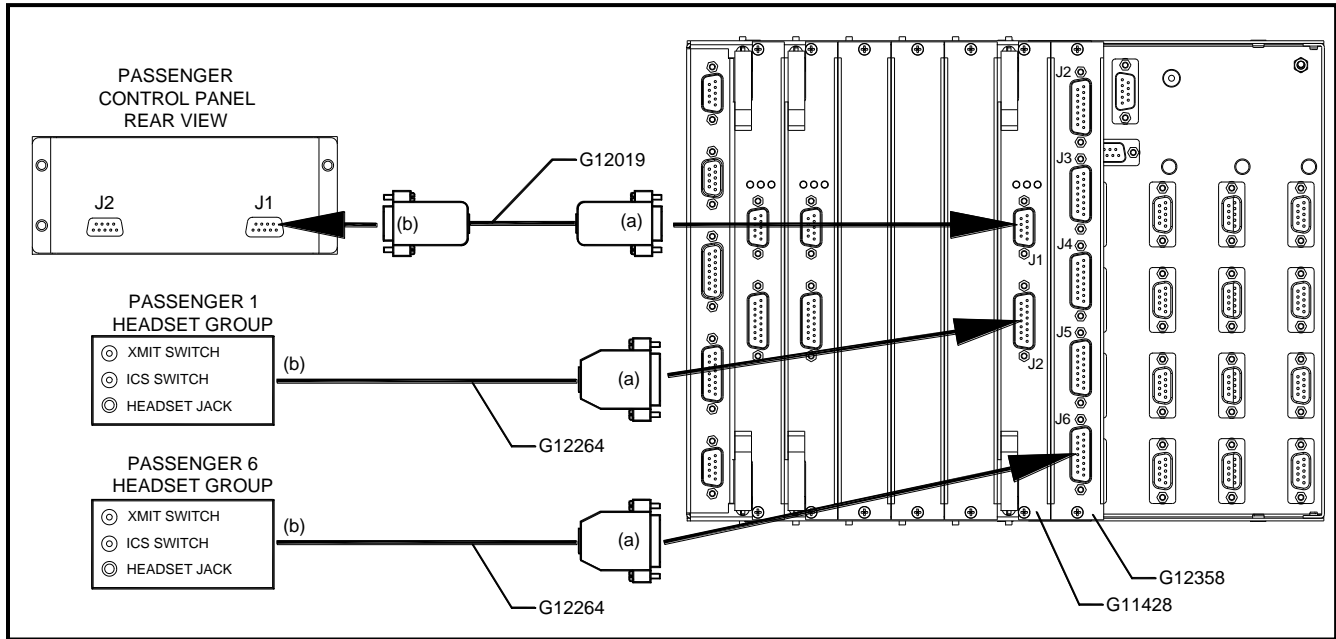


Figure 131: Passenger Audio Wiring

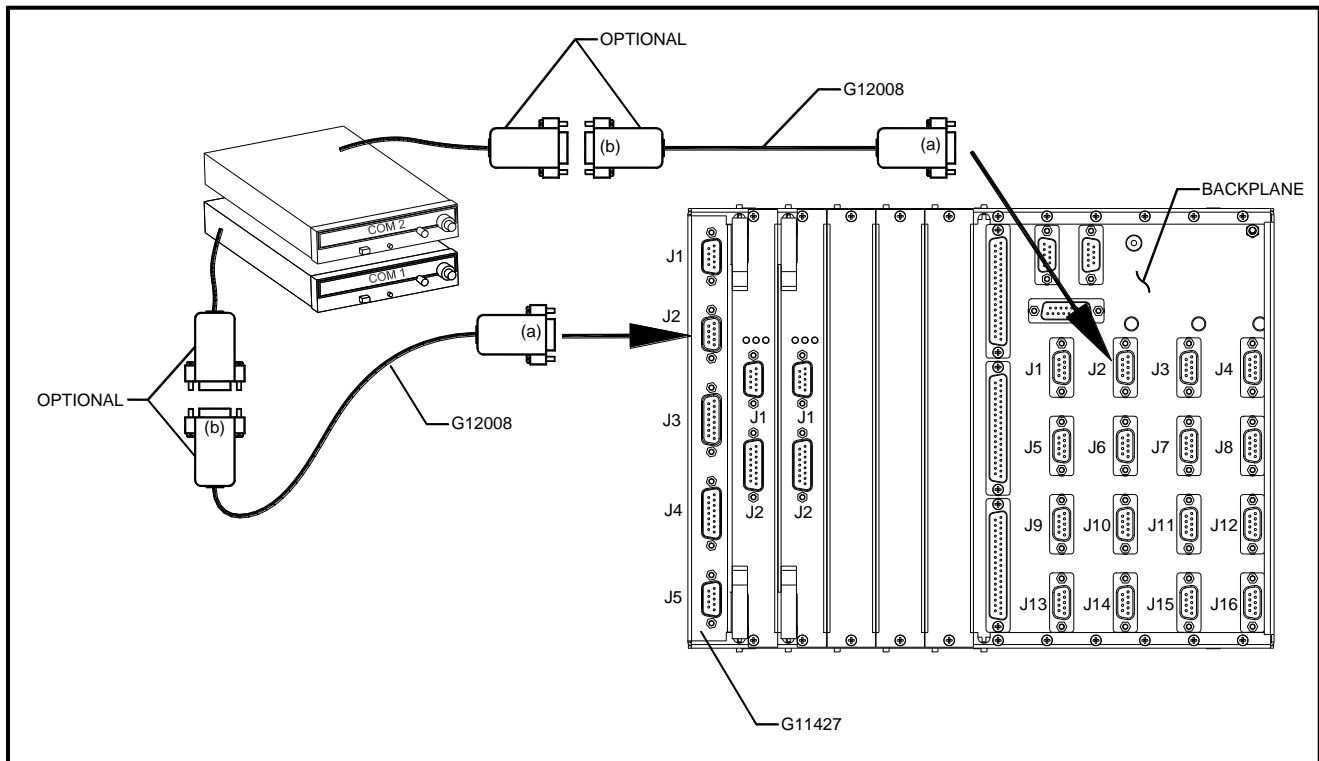


Figure 132: Radios, COM1-COM16

SUBJECT
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

REF. MDL.
GA182

REPORT NO.
ICA182-2
Rev. C
11/7/17

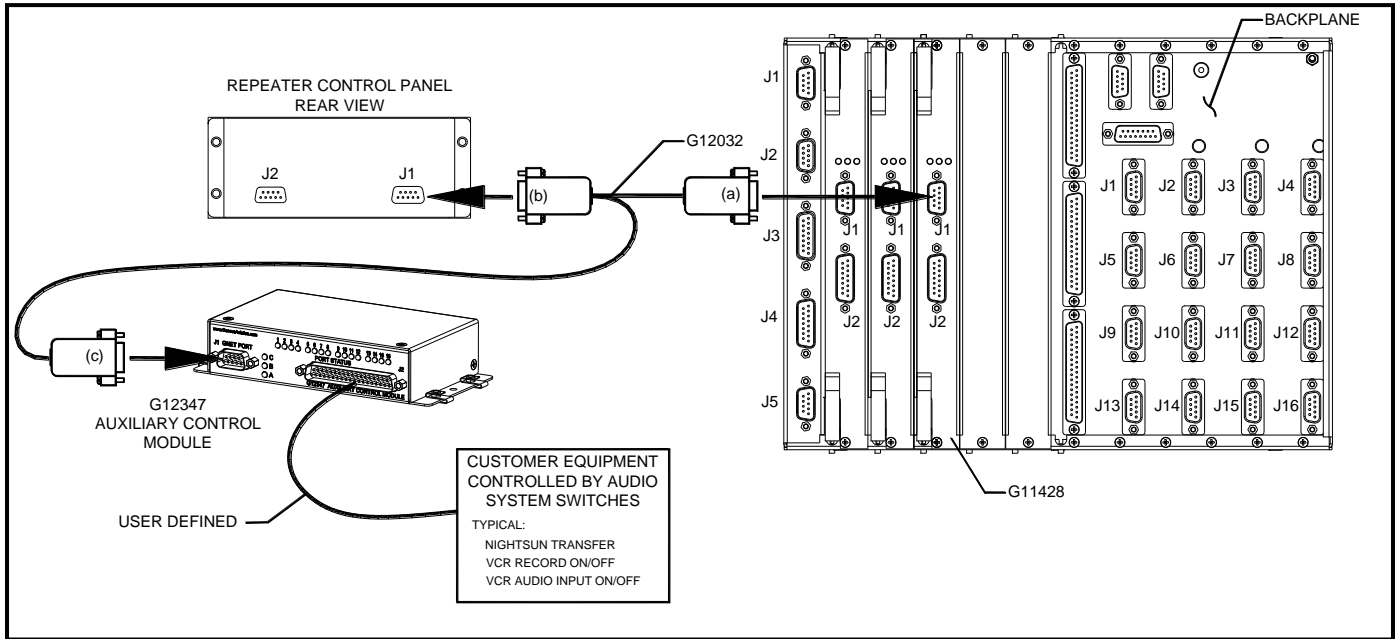


Figure 133: Auxiliary Control Module (Optional)

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

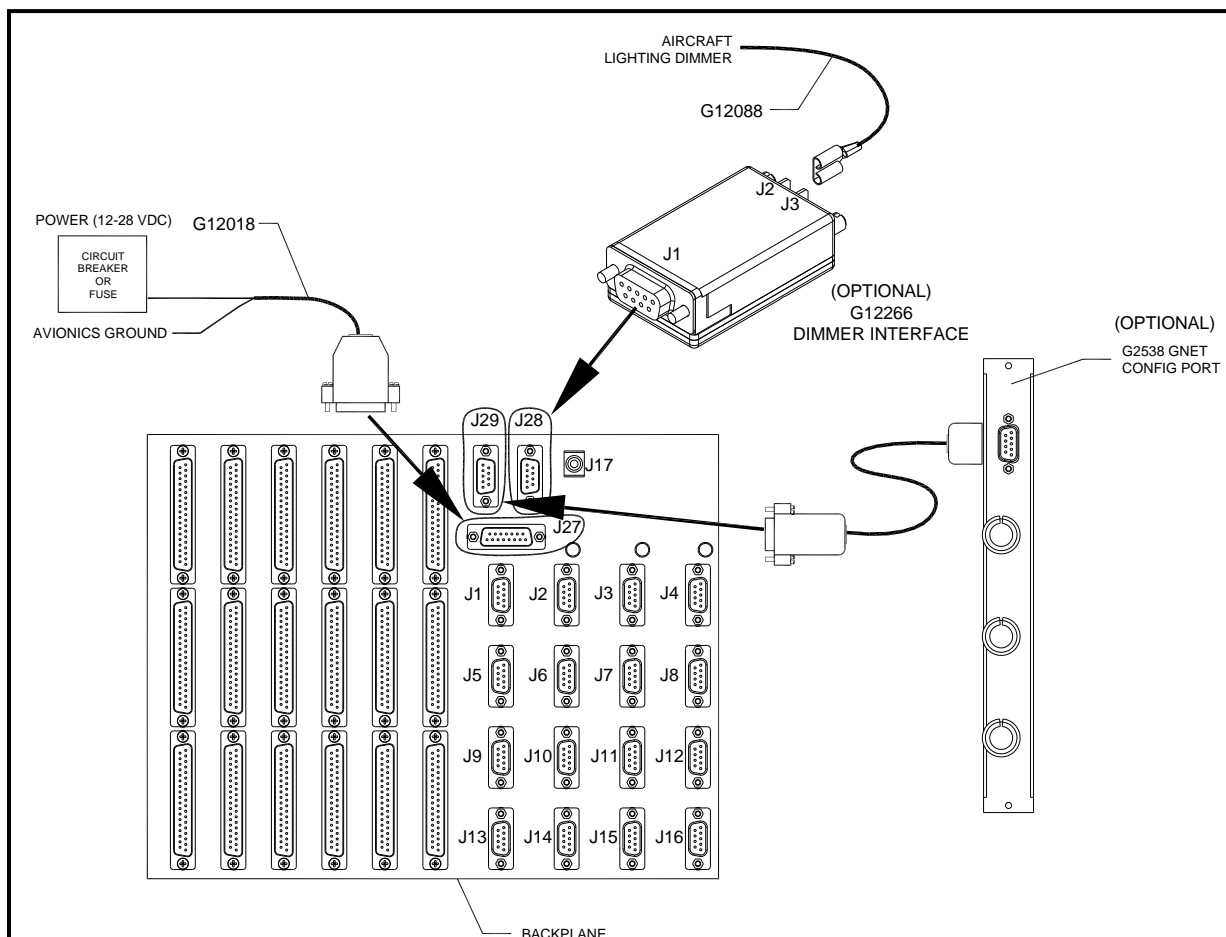


Figure 134: Aircraft Power Supply and Lighting Dimmer Connection

SUBJECT

REF. MDL.

REPORT NO.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GA182

ICA182-2
Rev. C
11/7/17

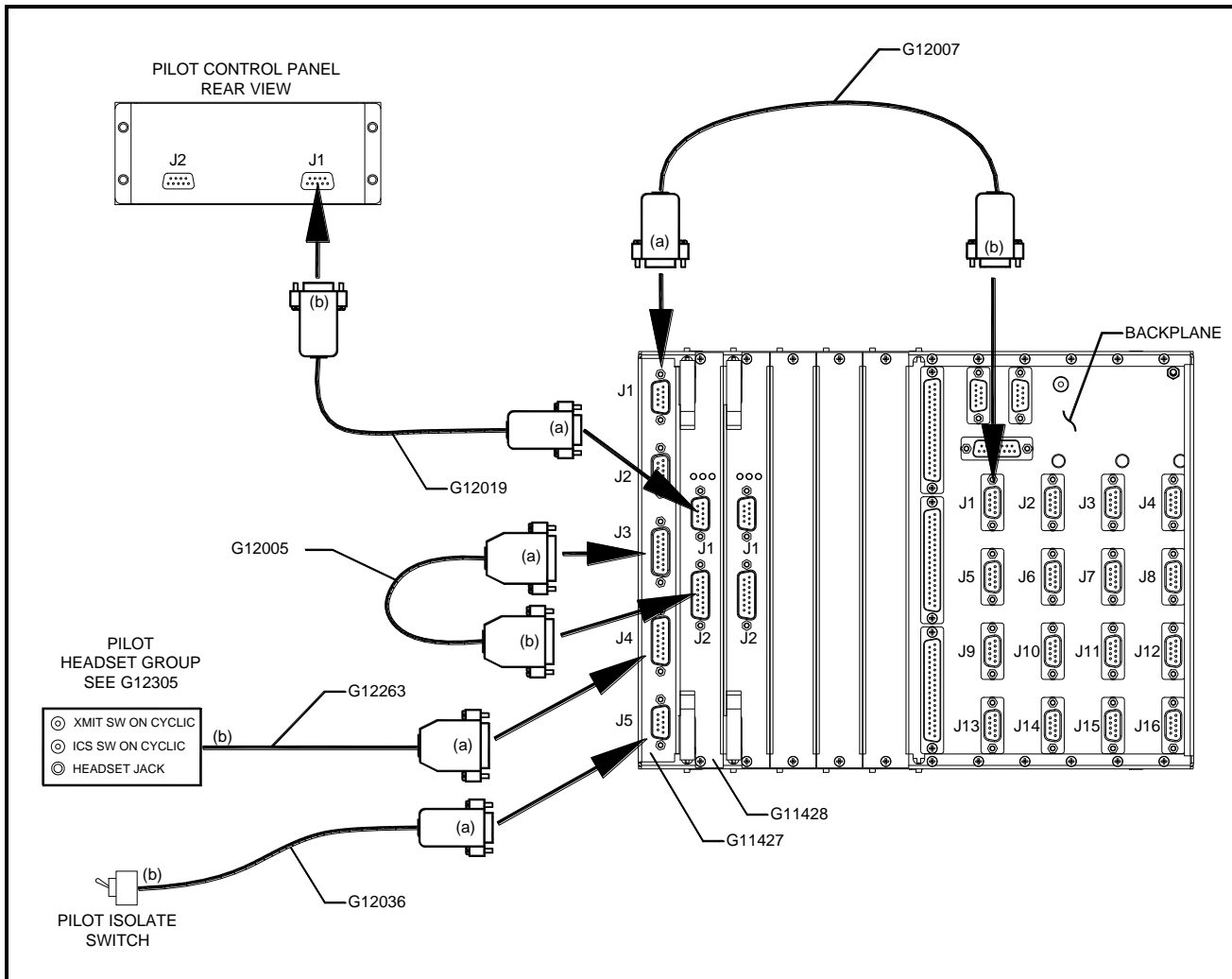


Figure 135: Pilot Control Panel Connection