


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>EAD No.: 2007- 0012-E</b></p> <p><b>Date: 10 January 2007</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name:</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model designation(s):</b></p> <p>EC 225 LP helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: Not applicable</p>		
<p><b>ATA 30</b></p>	<p><b>Ice and Rain protection – Main Rotor Blade De-icing System Harness Connectors – Inspection / Modification</b></p>	
<p>Manufacturer:</p>	<p>EUROCOPTER</p>	
<p>Applicability:</p>	<p>EC 225 LP helicopters, all serial numbers, equipped with main rotor blade de-icing harnesses P/N 42994.</p>	
<p>Reason:</p>	<p>An occurrence involving the disconnection of a main rotor blade de-icing harness was covered by DGAC Airworthiness Directive (AD) No. F-2005-214, issued on February 01, 2006. The de-icing harness connector, which is a screwed-type self-locking connector, was affected by an assembly anomaly of its retaining ring which led to the loss of the locking function.</p> <p>Since then, during a flight-related check, another connector of the main rotor blade de-icing harness was found not fully tightened on the slip-ring assembly side. No case of failure of the incriminated connector of the same harness on the blade side has been reported so far.</p> <p>Regarding the latest case of connector disconnection, investigations revealed that the loss of the locking function is due to the failure of a self-locking spring ring inside the connector. In the event of such a situation, the de-icing function on all main rotor blades is lost, which can be detrimental for the safety of the helicopter flying in icing conditions.</p> <p>Therefore, this Emergency AD is issued in order to prevent untimely disconnection of the incriminated de-icing harness connector.</p>	
<p>Effective Date:</p>	<p>12 January 2007</p>	

Compliance:	<ol style="list-style-type: none"> <li>1. Before each flight as from the effective date of this EAD, and as long as compliance with paragraph 2. of the present AD is not ensured, check for correct tightness the 5 main rotor blade de-icing harness connectors on the slip-ring assembly side, in accordance with the accomplishment instructions of the Eurocopter EC 225 LP Alert Service Bulletin (ASB) No. 05A006.</li> <li>2. Within the next 50 flight hours (FH) or 3 months, whichever occurs first, from the effective date of this EAD, for each of the 5 main rotor blade de-icing harness connectors on the slip-ring assembly side, check that the locking system operates correctly and fit the harness connectors with heat-shrinkable sleeves, as instructed in the accomplishment instructions of the Eurocopter EC 225 LP ASB No. 05A006.</li> <li>3. Thereafter, at intervals not to exceed 85 FH, check for correct tightness the 5 main rotor blade de-icing harness connectors on the slip-ring assembly side, in accordance with the accomplishment instructions of the Eurocopter EC 225 LP Alert Service Bulletin (ASB) No. 05A006.</li> <li>4. Each time a main rotor blade de-icing harness connector is disconnected and reconnected afterwards on the slip-ring assembly side, then fit the harness connector with a heat-shrinkable sleeve, in accordance with the Eurocopter EC 225 LP ASB No. 05A006.</li> </ol>
Ref. Publications:	EUROCOPTER EC 225 LP Alert Service Bulletin No. 05A006 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>