


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>EAD No.: 2007-0083-E</b>  <b>[Corrected: 30 March 2007]</b></p> <p><b>Date: 29 March 2007</b></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.	
<b>Type Approval Holder's Name:</b> EUROCOPTER	<b>Type/Model designation(s):</b> EC 225 LP helicopters
TCDS Number: EASA R.002	
Foreign AD: Not applicable	
Supersedes: This Emergency AD (EAD) supersedes EASA EAD 2006-0040-E.	
<b>ATA 62</b>	<b>Rotor(s) - Main Rotor Hub Coning Stop Support Attachments to Dome Fairing - Check / Readjustment</b>
<b>Manufacturer(s):</b>	EUROCOPTER
<b>Applicability:</b>	EC 225 LP helicopters, all serial numbers.
<b>Reason:</b>	<p>EASA issued Emergency Airworthiness Directive (EAD) 2006-0040-E following a few reported cases of cracks and failure of the lugs that secure the main rotor hub dome fairing on the coning stop support assembly.</p> <p>The failure of the dome fairing attachments on the coning stop support and the loss of the dome fairing may result in severe damage to the blades and be also a danger to persons on the ground.</p> <p>This new EAD retains the requirements of EAD 2006-0040-E and requires an additional tightening torque readjustment of the screws securing the dome fairing support through a reinforcement ring on the coning stop support, for those specific helicopters that were retrofitted with kit 332A08.0929.00 as temporary improvement modification, in accordance with EUROCOPTER Service Bulletin No. 62-005.</p> <p>This EAD has been republished to correct the EASA Type Certificate Data Sheet Number for the affected helicopter type.</p>
<b>Effective Date:</b>	02 April 2007
<b>Compliance:</b>	<b>Restatement of EASA EAD 2006-0040-E:</b> From 01 February 2006 (effective date of EASA EAD 2006-0040-E):

	<ol style="list-style-type: none"> <li>1. At the latest at the next flight-related check (every 15 flight hours or every 7 days, the first limit reached is applicable), then at each flight-related check, check the five lugs of the coning stop support, at the location of the dome fairing attachment screws, for absence of cracks, in accordance with the instructions given in paragraph 2.B.1 of EUROCOPTER EC 225 ASB No. 05A003 referenced below.</li> <li>2. Interpretation of the results: If a crack is found in one of the five lugs of the coning stop support: Remove and replace the coning stop support assembly before resuming flights.</li> <li>3. To be able to reach the place where the coning stop support will be replaced, flight without the dome fairing is permitted on the condition that: <ul style="list-style-type: none"> <li>- You remove the dome fairing and its attachment screws in accordance with the instructions given in the Note in paragraph 2.B.1.b of the referenced ASB.</li> <li>- You inform the flight crews that when flying without the dome fairing, the lateral vibration of the helicopter significantly deteriorates at speeds of 70 to 120 kt, but that this phenomenon only affects the comfort of the helicopter and in no way jeopardizes flight safety.</li> </ul> <p><b>New statement of this EAD:</b></p> </li> <li>4. From the effective date of this EAD, in addition to compliance with paragraph 1 above, the following measures are mandatory for helicopters modified per modification 332A08.0929.00 in accordance with EUROCOPTER Service Bulletin No. 62-005: <p>At the latest at the next flight-related check (every 15 flight hours or every 7 days, the first limit reached is applicable), then at intervals not exceeding 25 flight hours, readjust the tightening torque of the dome fairing support attachment screws in accordance with the instructions given in paragraph 2.B.2 of the referenced ASB.</p> </li> </ol>
Ref. Publications:	EUROCOPTER EC 225 Alert Service Bulletin No. 05A003 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 AD Focal Point, EASA, Certification Directorate, 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, Telephone: 33 (0)4 42 85 97 97; Facsimile: 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>