


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007-0115</p> <p>Date: 27 April 2007</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>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>EC 225 helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedes: DGAC AD (CN) F-2005-214, EASA Approval Number 2005-6450.</p>		
<p>ATA 30</p>	<p>Ice and Rain Protection - Main Rotor Blade De-Icing System Harness Connectors – Check / Replacement</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER</p>	
<p>Effectivity:</p>	<p>Model EC 225 LP helicopters, all serial numbers, equipped with main rotor blade de-icing harnesses P/N 42994 with serial numbers lower than 102.</p>	
<p>Reason:</p>	<p>Following a case of disconnection of a main rotor blade de-icing harness connector (called "harness" in the following text), which was discovered during a flight-related check, DGAC France issued Emergency Airworthiness Directive (EAD) UF-2005-214, EASA Approval Number 2005-6450.</p> <p>In the event of loss of the de-icing function of a main rotor blade, in flight in icing conditions, the de-icing function of the other main rotor blades is automatically deactivated, which may be detrimental to the safety of the helicopter.</p> <p>The present AD retains the requirements of DGAC AD F-2005-214 (final issue of UF-2005-214, published February 1, 2006), which is superseded, and covers the conversion of EUROCOPTER EC225 Alert Telex No. 30A002 into an Alert Service Bulletin (ASB) with the same number and with no change to the technical content.</p>	
<p>Effective Date:</p>	<p>11 May 2007</p>	

	<p>The following measures are mandatory from December 21, 2005, the effective date of DGAC AD F-2005-214.</p> <p>1 – Installed equipment: - Check the conformity of the harness connectors in compliance with the instructions given in paragraph 2.B. of the Alert Service Bulletin (ASB) referenced below:</p> <p style="padding-left: 40px;">1.1- Before the next flight during which the helicopter may experience icing conditions;</p> <p style="padding-left: 40px;">1.2- In other flight conditions, within 50 flight hours and at the latest by January 31, 2006.</p> <p style="padding-left: 40px;">1.3- Interpretation of the results:</p> <p style="padding-left: 80px;">1.3.1 If the connectors of each harness are compliant, resume flights.</p> <p style="padding-left: 80px;">1.3.2 If one of the connectors is not compliant, replace the harness concerned, as per MM Task 30-60-00-061:</p> <p style="padding-left: 80px;">- Before the next flight during which the helicopter may experience icing conditions. - In other flight conditions, within 50 flight hours without exceeding 2 months (the first limit reached is applicable) following accomplishment of paragraph 2.B.2.a of the ASB referenced below.</p> <p style="padding-left: 80px;">1.3.3 After each flight, pending the replacement of non-compliant harness(es) as required by paragraph 1.3.2 of this directive, check for correct tightening of the connectors in accordance with paragraph 2.B.2.b. of the ASB referenced below.</p> <p>2 – Non-installed equipment:</p> <p>After December 21, 2005 [the effective date of DGAC AD F-2005-214], no person may install a spare Main Rotor Blade De-Icing System Harness on any helicopter as a replacement part, unless it has been checked in accordance with paragraph 2.B. of the referenced ASB.</p>
Ref. Publications:	EUROCOPTER EC225 Alert Service Bulletin No. 30A002 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 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. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Focal Point Certification Directorate, EASA, E-mail: Ads@easa.europa.eu 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 (4) 12 85 97 97 – Fax: 33 (4) 85 99 66 E-mail: Directive.technical-support@eurocopter.com