EASA	AIRWORTHINESS DIRECTIVE
	AD No: 2007-0059 **Issued: 05 March 2007**

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.

Design Change Approval Holder's Name :	**Design Change description(s) :**
AEROTECHNIC Vertriebs- u. Service GmbH	Installation of Honeywell CAS67A ACAS System

STC Approval Number : LBA Germany EMZ (STC) SA1310

Foreign AD : Not applicable

Supersedure : Not applicable

ATA 34	**Navigation – Honeywell ACAS II System – Modification** [Installation of Decoupling Diodes in HDG and ATT Valid Lines]
Manufacturer(s):	AEROTECHNIC Vertriebs- u. Service GmbH
Applicability:	All Honeywell CAS67A ACASII System installed on Dornier 228 series aircraft in accordance with Luftfahrtbundesamt (LBA) Supplemental Type Certificate No.SA1310 before 31 January 2005. This design change is approved for Dornier Model 228-100, 228-101, 228-200, 228-201 and 228-212 aircraft, all serial numbers. **Note:** Dornier 228 series aircraft, serial numbers (S/N's) 8191, 8232, 8233, 8244 and 8245 have already been modified and are therefore not affected by this airworthiness directive.
Reason:	It was detected by the STC holder that in earlier installations of the ACASII system there were no isolation diodes installed in the Heading and Attitude Valid lines. The absence of an isolation diode in the valid lines can prevent the valid flag to come up even if a gyro fault exists. The problem has only been detected for Heading Valid lines but could equally affect the Attitude Valid lines. With installation of the ACASII, the heading and attitude valid lines have to be connected to the TPU67A. On valid state, the signals are +28VDC. On invalid, the signals are open. This condition of direct connection (without an isolation diode installed) of the valid lines to the TPU67A, if not corrected, could cause the TPU67A to feed current into the open stated valid lines. This prevents the flag to appear even if the gyro is invalid, providing the flight crew with erroneous navigation information.

	For the reasons stated above, this Airworthiness Directive (AD) requires the installation of isolation diodes into the signal lines to the TPU67A to prevent reverse feed of the valid lines.
Effective Date:	19 March 2007
Compliance:	Within 200 flight cycles or 8 weeks, whichever comes first after the effective date of this directive, modify the Honeywell CAS67A ACASII System installation in accordance with AEROTECHNIC Service Bulletin no. DO228-119780-0104 Revision 2.
Ref. Publications:	AEROTECHNIC Service Bulletin no. DO228-119780-0104 Rev. 2 dated 21 December 2006.
Remarks :	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. This AD was posted on 02 January 2007 as PAD 07-001 for consultation until 31 January 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact AEROTECHNIC Vertriebs- und Service GmbH, Baden Airpark, Montreal Ave. D425, 77836 Rheinmünster, GERMANY, Telephone +49-7229-66-2400, Facsimile +49-7229-66-2409.