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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

CENTRAIR - 001

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-016 SLEPEKROKENS UTLØSERKABEL

Påbudet gjelder:

SN CENTRAIR 34C "Alliance 34", alle serienummer.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-009.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-009.

Referanse:

DGAC AD F-2004-009.

Gyldighetsdato:

2004-03-01.

	AIRWORTHINESS DIRECTIVE No F-2004-009	Distribution: A	Issue date: January 21, 2004	Page : 1/1
	Direction générale de l'aviation civile France This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
GSAC publication	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: SN CENTRAIR		Type(s): SNC 34C "Alliance 34" sailplanes		
Type certificate(s) No. 188 TCDS No 188				
ATA chapter: 27	Subject: Flight controls - Towing hook release cable			

1. **EFFECTIVITY:**

SNC 34C "Alliance 34" sailplanes, all serial numbers.

2. **REASON:**

If the control fairlead of the towing hook release cable is dislodged from its guide located at the bottom of the aft instrument panel, operation of release hook may be disturbed.

3. **MANDATORY ACTION AND COMPLIANCE TIME:**

Within 30 days following the effective date of the present AD, install additional fasteners according to the instructions of SN CENTRAIR Service Bulletin in reference and as per drawing SN CENTRAIR 3BE04-03.

4. **REFENCE PUBLICATIONS:**

SN CENTRAIR Service Bulletin 34-07
 Drawing SN CENTRAIR 34-BE 04-03.

5. **EFFECTIVE DATE:**

January 31, 2004.

6. **REMARK**

For questions concerning the technical contents of this AD requirements, contact :
 SN CENTRAIR - Customer support - Facsimile : 33 (0)2 54 37 48 64.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-339 dated January 14, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

DIAMOND - 004

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-017 REVISJON AV FLIGHT MANUAL OG KONTROLL AV FADEC LEDNINGER

Påbudet gjelder:

DA40D, Diamond Aircraft Industries GmbH.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av Østerisk AD A-2004-002.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av Østerisk AD A-2004-002.

Referanse:

Østerisk AD A-2004-002.

Gyldighetsdato:

2004-03-01.

AIRWORTHINESS DIRECTIVE

No. A-2004-002

February 6, 2004

Aeroplane DA40D


Revision of the Aeroplane Flight Manual and
Inspection of the FADEC Wire Harness

1. **Applicability:** DA40D, Diamond Aircraft Industries GmbH, Austria

S/N affected:
D4.020-D4.024, D4.026, D4.041, D4.043-D4.045, D4.049, D4.056, D4.060-D4.064,
D4.066, D4.067, D4.078
2. **Subject:** Revision of the Aeroplane Flight Manual and inspection of the FADEC wire harness
3. **Reason:** Due to incorrect wire harness installation a short circuit within the wire harness can occur under certain FADEC operating conditions. This short circuit results in an in-flight engine shut down. The current Aeroplane Flight Manual Emergency Procedures do not contain measures to reset the FADEC and the short circuit, once established.
4. **Action:**
 - a) A temporary revision has to be inserted into the Aeroplane Flight Manual Doc. 6.01.05-() in accordance with Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSBD4-029, 1.8 (a) (available under <http://www.austrocontrol.at/austro/ta.html>).
 - b) An inspection of the FADEC wire harness in the engine compartment has to be conducted in accordance with Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSBD4-029, 1.8 (b).
5. **Compliance:**
 - a) Action a) prior to next flight.
 - b) Action b) within next 50 flight hours but not later than March 31, 2004
6. **Accomplishment:** The required actions have to be accomplished either by the manufacturer, or a licensed/qualified person/organisation, depending on national regulations. Accomplishment of the AD has to be confirmed in the aircraft log according to national regulations.
7. **Effective Date:** AD A-2004-002 becomes effective upon receipt.

EASA-Approval

This Airworthiness Directive has been issued in accordance with Article 10, paragraph 1, of the EU-Regulation No. 1592/2002.

austro CONTROL Abt. Flugtechnik	Lufttüchtigkeitsanweisung Nr. A-2004-002	Geschäftszahl: FL206-1/127-04	
	Flugzeug DA40D Revision des Flughandbuchs und Kontrolle des FADEC-Kabelbaums	Kennzeichen: ohne	
		Blatt Zl. 1	Blatt 1
<p>1. Betreff: DA40D, Diamond Aircraft Industries GmbH (DAI), Österreich betreffene S/N: D4.020-D4.024, D4.026, D4.041, D4.043-D4.045, D4.049, D4.056, D4.060-D4.064, D4.066, D4.067, D4.078</p> <p>2. Gegenstand: Revision des Flughandbuchs und Kontrolle des FADEC-Kabelbaums im Motorraum.</p> <p>3. Anlass: Aufgrund einer fehlerhaften Kabelbauminstallation kann unter bestimmten FADEC-Betriebsbedingungen ein Kurzschluss im Kabelbaum entstehen. Dieser Kurzschluss führt zu einem Triebwerksstillstand im Flug. Die Notverfahren im Flughandbuch sehen derzeit keine Maßnahmen vor um einen entstandenen Kurzschluss zu beenden und die FADEC zurückzusetzen.</p> <p>4. Maßnahmen: a) Eine temporäre Revision zum Flughandbuch muss in das Flughandbuch Doc. 6.01.05-() in Übereinstimmung mit dem Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSBD4-029, Punkt 1.8(a), eingearbeitet werden. (unter http://www.austrocontrol.at/austro/lta.html zu beziehen) b) Eine Kontrolle des FADEC-Kabelbaums im Motorraum ist in Übereinstimmung mit dem Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSBD4-029, Punkt 1.8(b) durchzuführen.</p> <p>5. Termine: a) Maßnahme a) vor dem nächsten Flug. b) Maßnahme b) innerhalb der nächsten 50 Flugstunden, aber spätestens bis zum 31. März 2004.</p> <p>6. Durchführung: Die Maßnahmen sind vom Hersteller oder von berechtigten Personen/Organisationen in Übereinstimmung mit den jeweiligen nationalen luftfahrtbehördlichen Vorschriften durchzuführen und entsprechend zu dokumentieren.</p> <p>7. Datum des Inkrafttretens: Sofort nach Erhalt der LTA A-2004-002</p> <p>EASA-Genehmigung: Aufgrund der Dringlichkeit wurde diese LTA in Übereinstimmung mit dem Artikel 10, Absatz 1, der Verordnung (EG) Nr. 1592/2002 der Europäischen Union von Austro Control GmbH genehmigt.</p>			
Bearb.: KEL	Datum: 6. Februar 2004		

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