

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 1

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-057 UTSKIFTING AV AUTOPILOT SERVO ACTUATOR

Påbudet gjelder:

AlliedSignal Aerospace, Bendix/King KSA 470 Autopilot Servo Actuators, del- og serienummer som listet i vedlagte kopi av FAA AD 98-08-20.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-08-20.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-08-20, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-08-20.

Gyldighetsdato:

1998-06-01.

AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-08-20 ALLIEDSIGNAL AEROSPACE: Amendment 39-10469; Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

NOTE 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft	FD/AP System	KSA 470 Part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11 065-0076-15	Yaw Axis Roll Axis
Raytheon 200 Series	KFC 400	065-0076-11	Yaw Axis
Raytheon 300 Series	KFC 400	065-0076-15	Yaw Axis
Dassault Falcon 20	KFC 400	065-0076-15 065-0076-15	Pitch Axis Roll Axis
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis
Fairchild SA227-AC/ AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis
Learjet 31A	KFC 3100	065-0076-12 065-0076-14 065-0076-15	Pitch Axis Yaw Axis Roll Axis
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw Axis

NOTE 2: This AD applies to each airplane identified in the preceding applicability provision that has one of the affected actuators installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

(b) As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.

2 98-08-20

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on June 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4138; facsimile: (316) 946-4407.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 2

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-068 MODIFIKASJON AV TRANSPONDER

Påbudet gjelder:

AlliedSignal KT 76A Air Traffic Control Transponders som listet i vedlagte kopi av FAA AD 98-14-03.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-14-03.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-14-03, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-14-03.

Gyldighetsdato:

1998-08-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
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**Federal Aviation
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The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-14-03 ALLIEDSIGNAL INC.: Amendment 39-10637; Docket No. 97-CE-30-AD.

Applicability: AlliedSignal KT 76A Air Traffic Control (ATC) transponders; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, as installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

- Cessna Aircraft Company: 172, 182, R182, T182, 206, P206, U206, TP206, 210, T210, P210, 310, E310, T310, and 421 series airplanes.
- Twin Commander Aircraft Company: 500, 520, 560, 680, 681, 685, 690, 695, and 720 series airplanes.
- The New Piper Aircraft Corporation: PA-31, PA-32, and PA-34 series airplanes.
- Raytheon Aircraft Company: E33, F33, G33, 35, J35, K35, L35, M35, P35, S35, V35, 36, A26, B36, D55, E55, 56, A56, 58, 58A, 95, B95, D95, and E95 series airplanes.
- Mooney Aircraft Corporation: M20 series airplanes.
- McDonnell Douglas Helicopter Company: Model 500N rotorcraft.

NOTE 1: This AD applies to each aircraft equipped with a transponder that is identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent the transmission of misleading encoding altimeter information between affected aircraft caused by the inability of the affected ATC transponders to coordinate with ground-based air traffic control (ATC) radar sites and nearby Traffic Alert and Collision Avoidance System (TCAS)-equipped aircraft, accomplish the following:

(a) Replace the two resistor network modules, RM401 and RM402, with new glass-coated parts in accordance with the MODIFICATION PROCEDURE section of AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. When accomplished, this replacement is referred to as Mod 7.

(b) As of the effective date of this AD, no person may install an AlliedSignal KT 76A ATC transponder; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, in an aircraft without first incorporating Mod 7 as specified in paragraph (a) of this AD.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The replacement required by this AD shall be done in accordance with AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Inc., General Aviation Avionics, 400 N. Rogers Road, Olathe, Kansas 66062-1212. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on August 16, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-056 MODIFIKASJON AV VHF NAV RECEIVER.

Påbudet gjelder:

AlliedSignal VN 411B VHF Navigation Receiver som listet i vedlagte kopi av FAA AD 99-12-06.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-12-06.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-12-06, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-12-06.

Gyldighetsdato:

1999-07-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
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**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

99-12-06 ALLIEDSIGNAL INC.: Amendment 39-11190; Docket No. 95-CE-91-AD.

Applicability: The following very high frequency (VHF) navigation receivers that are installed on, but not limited to, Learjet Model 31A, Fokker Model F27-50, and British Aerospace Model ATP airplanes:

- VN 411B, BPN 3614004-4101, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, BPN/KPN 3614004-4101/066-1101-00, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, P/N 066-1101-00, serial numbers up to and including 4229, that are currently at Modification Status 18, 19, or 20; and
- VN 411B, P/N 066-1101-/31/40/50, serial numbers up to and including 10799, that are currently at Modification Status 19 or 20.

NOTE 1: This AD applies to each airplane in which a VHF navigation receiver identified in the preceding applicability provision has been installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent VHF navigation receiver interference from frequency modulation (FM) radio station broadcast frequencies, which could cause distortion of the navigation audio and deflection of the desired flight path of the airplane during landing operations with possible loss of control of the airplane, accomplish the following:

(a) Within the next 90 calendar days after the effective date of this AD or upon replacement or repair of any affected AlliedSignal VHF navigation receiver, whichever occurs first, remove the navigation receiver and install one where an AlliedSignal Bendix/King service center has incorporated Modification 21, in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.

(b) As of the effective date of this AD, no person may install, on any airplane, one of the affected VHF navigation receivers that does not have Modification 21 incorporated in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The removal and installation required by this AD shall be done in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal, Inc., 23500 W. 105th Street, Olathe, Kansas 66051-1950. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on July 23, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger Souter, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134, facsimile: (316) 946-4407.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 4

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-070 MODIFIKASJON AV VHF COM RECEIVER.

Påbudet gjelder:

AlliedSignal KX175B, KX175BE, KY195B OG KY195BE VHF COM Receiver som listet i vedlagte kopi av DGAC AD 1999-298(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-298(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-298(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-298(AB).

Gyldighetsdato:

1999-09-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-298(AB)
In case of any difficulty, reference should be made to the French original issue.

ALLIEDSIGNAL

VHF type KX175B/BE, KY195B/BE

VHF COM receiver bandwidth reduction (ATA 23)

1. EFFECTIVITY

This Airworthiness Directive concerns the KX175B, KX175BE, KY195B, KY195BE equipment type all serial number.

2. REASON

VHF concerned by this Airworthiness Directive are equipped with frequency selector space of 25 kHz whereas the associated receiver bandwidth is 50 kHz. Therefore, this equipment must not be considered as a 720 channels transceiver. The pilot may be deceived by this presentation and may believe that the aircraft is equipped with 720 canals transceiver.

If this Airworthiness Directive is not performed, reception problems may occur when other stations transmit on adjacent channels. These problems can lead to ATC communication jamming.

3. ACTIONS

Change receiver components as described in the KING Service Bulletin No. KX 175B/KX 175BE-5, KY 195B/KY 195BE-2. After application of the referenced Service Bulletin, perform a final test of the equipment.

Identify the equipment having received the modification by installation on the faceplate a tag supporting the mention "mode 5" or "mode 2" following the case as asked in the referenced Service Bulletin.

4. COMPLIANCE

Actions required paragraph 3 have to be performed within 30 days following the effective date of this Airworthiness Directive.

REF. : KING SB No. KX 175B/KX 175BE-5, KY 195B/KY 195BE-2

EFFECTIVE DATE : AUGUST 07, 1999

July 28, 1999

ALLIEDSIGNAL
VHF type KX175B/BE, KY195B/BE

1999-298(AB)

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TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 5

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2000-003 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

AlliedSignal Navigation system som ikke er koplet til en inertial sensor som beskrevet i vedlagte kopi av DGAC AD 1999-409(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-409(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-409(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-409(AB).

Gyldighetsdato:

2000-01-01.

AIRWORTHINESS DIRECTIVE 1999-407 (AB)
DATED OCTOBER 20, 1999 :

THIS AIRWORTHINESS DIRECTIVE APPLIES TO ALL AIRCRAFT
EQUIPPED WITH AN INTEGRATED ALLIED SIGNAL NAVIGATION
SYSTEM LISTED BELOW, THAT IS NOT COUPLED WITH AN
INERTIAL SENSOR:

THE FOLLOWING EQUIPMENT IS CONCERNED:

GNS 200	PN 10050-X-XX-XXXX
GNS 1000	PN 30150-0X-0X
GNS XE5	PN 17450-KXXX-XXXX
GNS XL	PN 18355-KXXX-XXXX
GNS XLS	PN 17960-0101-XXXX
GNS XLS	PN 17960-0102-XXXX
GNS X NNU	PN 14141-XXXX-XXXX

ACTION REQUIRED:
BEFORE DECEMBER 1, 1999 INCORPORATE THE FOLLOWING
LIMITATION INTO THE FLIGHT MANUAL LIMITATIONS CHAPTER:
'FROM JANUARY 1, 2000 ONWARD, THE USE OF THE ALLIED
SIGNAL NAVIGATION SYSTEM P/N XX IS FORBIDDEN OVER
OCEANS AND DESERT REGIONS ABOVE 60° LATITUDE NORTH
AND BELOW 50° LATITUDE SOUTH'.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 6

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-006 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

AlliedSignal Navigation system som ikke er koplet til en inertial sensor som beskrevet i vedlagte kopi av DGAC AD 1999-514(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-514(AB).

Anm.: Denne LDP erstatter og opphever LDP 2000-003

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-514(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-514(AB).

Gyldighetsdato:

2000-02-07.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-514(AB)
In case of any difficulty, reference should be made to the French original issue.

ALLIEDSIGNAL

Navigation System

Erroneous display of navigation information after Year 2000 transition (ATA 34)

1. EQUIPMENT AFFECTED

This Airworthiness Directive applies to all aircraft fitted with an ALLIEDSIGNAL navigation system not coupled to an inertial sensor and referenced hereafter:

The equipment may be installed on Falcon, Dornier 228 and Eurocopter aircraft, and possibly on other aircraft.

GNS 500	P/N 10050-X-XX-XXXX
GNS 1000	P/N 30150-0X-0X
GNS-XES	P/N 17450-XXXX-XXXX
GNS-XLS	P/N 17960-0101-XXXX
GNS-X NMU	P/N 14141-XXXX-XXXX
GNS-XSC	P/N 16670-0101-XXXX
GNS-XLS	P/N 17960-0102-XXXX without software Mod 4 (or above)
GNS-XL	P/N 18355-XXXX-XXXX without software Mod 4 (or above)
CDU-XLS	P/N 14141-0624 without software Mod 5 (or above).

2. REASON

After January 1st, 2000, an error in magnetic variation modeling will occur conducting to erroneous display of navigation information.

This error, typically less than 2°, affects display of desired track and bearing but doesn't affect aircraft guidance on desired path performed by the navigation system which uses true data (referenced versus geographic north).

This error in magnetic variation modeling is larger in extreme northern or southern latitudes (above N60° or below S50°). Furthermore, this error varies according to longitude.

The navigation system internal magnetic variation model is used only if magnetic variation is not available from an other source :

- Navigation data base (if a radio navaid is within 100 Nm of the aircraft position).
- on board inertial sensor.

The problem is therefore only significant for operations in oceanic or remote areas at high latitudes when the navigation system is not coupled with an on board inertial sensor.

For this AD, Oceanic/Remote area is defined as an area where A/C position is beyond 100 Nm from a radio navaid.

In order to avoid an erroneous navigation data display at high latitudes, actions in the paragraph 3 are mandatory.

Basic limitations of navigation system listed in section 1 regarding magnetic variation are retained, therefore it's requested to enter manually magnetic variation for North latitude greater than N 70° and south latitude greater than S 60°. When aircraft enters in these areas, a system message recall this limitation.

3. REQUIRED ACTIONS AND COMPLIANCE

Before the January 1st, 2000, for system without inertial reference system insert in the limitation chapter of the aircraft flight manual the following limitation:

"From January 1ST 2000 crew shall not used the navigation system or shall enter manually magnetic variation in areas defined hereafter:

AREA	Latitude	Longitude
Northern hemisphere (Northern Canada)	Area between N 60° and N 70°	Area between W 60° and W 120°
Southern area (Southern Indian ocean)	Area between S 50° and S 60°.	Area between E 40° and E 120°

It is recalled that magnetic variation shall be entered manually for latitude greater than N 70° or greater than S 60° as described in AlliedSignal pilot's guide."

Note : Insertion in flight manual of aircraft in limitation section of the present AD is an acceptable method of compliance.

REF. : SERVICE MEMO ALLIEDSIGNAL No. 355 R1 September 1999.

This Airworthiness Directive replace AD 1999-409(AB) dated October 20, 1999 which is cancelled by its Revision 1.

EFFECTIVE DATE : UPON RECEIPT FROM DECEMBER 29, 1999

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

ALLIEDSIGNAL
AEROSPACE - 7

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-042A MODIFIKASJON AV COCKPIT VOICE RECORDER

Påbudet gjelder:

AlliedSignal Commercial Avionics Solid State Cockpit Voice Recorder (SSCVR) P/N
980-6020-001.

Påbudet omfatter:

Utførelse av modifikasjon Mod 1; Service Bulletin 980-6020-XXX-23-1 og Mod 2;
Service Bulletin 980-6020-XXX-23-2.

Tid for utførelse:

Modifikasjonene skal være utført innen 31. desember 2003.

Referanse:

HSLB, umiddelbar tilrådning.

Gyldighetsdato:

2003-06-20.

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