

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon 23 31 78 00
Telefax 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR
CALEDONIAN
AIRBORNE
SYSTEMS - 1

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 Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-074 "AUTOMATIC DEPLOYABLE AND AUTOMATIC DEPLOYABLE/AUTOMATIC FIXED EMERGENCY LOCATOR TRANSMITTERS (ADELT AND AD/AFELT)"

Påbudet gjelder:

Caledonian Airborne Systems CPT-600 Series/ CPT-900 Series ADELT og AD/AFELT som beskrevet i EASA AD 2006-0241.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006 – 0241.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2006 – 0241 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006 – 0241.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE															
	<p style="text-align: center;">AD No.: 2006 – 0241</p> <p style="text-align: center;">Date: 10 August 2006</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>CALEDONIAN AIRBORNE SYSTEMS</p>	<p>Type/Model designation(s) :</p> <p>CPT-600 Series/ CPT-900 Series ADELTA and AD/AFELT</p>															
<p>ETSOA Number : UK CAA WR00799 (CPT-600); EASA ETSO.210.259 (CPT-900)</p>																
<p>Foreign AD : N/A</p>																
<p>Supersedure : N/A</p>																
<p>ATA 31</p>	<p>Navigation - Automatic Deployable Emergency Locator Transmitter (ADELT) and Automatic Deployable/ Automatic Fixed Emergency Locator Transmitter (AD/AFELT)</p>															
<p>Manufacturer:</p>	<p>Caledonian Airborne Systems.</p>															
<p>Applicability:</p>	<p>Caledonian Airborne Systems CPT-600/900 ADELTA and AD/AFELT known to be installed on, but not limited to, the following aircraft:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Eurocopter</td> <td>Puma AS-332 and AS-365N Dauphin</td> </tr> <tr> <td>Sikorsky</td> <td>S-61; Sikorsky S-76;</td> </tr> <tr> <td>Bell Helicopter Textron</td> <td>Model 212 and 214 series</td> </tr> <tr> <td>Eurocopter</td> <td>Model Bolkow BO 105</td> </tr> <tr> <td>EADS</td> <td>ATR-42.</td> </tr> </table> <p>Note: for information, the ADELTA and AD/AFELT may also be installed on the following military aircraft.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Eurocopter</td> <td>Cougar AS-532, Panther AS-565 and Super Frelon AS-321</td> </tr> <tr> <td>Sikorsky:</td> <td>Black Hawk S-70A</td> </tr> </table>		Eurocopter	Puma AS-332 and AS-365N Dauphin	Sikorsky	S-61; Sikorsky S-76;	Bell Helicopter Textron	Model 212 and 214 series	Eurocopter	Model Bolkow BO 105	EADS	ATR-42.	Eurocopter	Cougar AS-532, Panther AS-565 and Super Frelon AS-321	Sikorsky:	Black Hawk S-70A
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<p>Reason:</p>	<p>During maintenance activity a beacon failed to deploy, highlighting wear in the main case P/N BC85-051 and profiling of the piston P/N BC85-052 which</p>															

	<p>is prone to cupping seizures.</p> <p>Original main cases P/N BC85-051 up to S/N 311 were manufactured from stainless steel AISI 303. In May 1990 the material specification changed to stainless steel 6S80D that has three times the hardness.</p> <p>The wear highlighted was on an original main case P/N BC85-051 and took the form of "cupping" around the locking sphere holes that prevented the separation of the sleeve retainer from the main case.</p> <p>Original Pistons P/N BC85-052 up to S/N 299 were manufactured prior to 1990 and their sphere contact profile is more prone to cupping seizures.</p> <p>After investigation by Caledonian Airborne Systems they advise that original main cases and pistons, which are now in excess of 15 years age, be removed from service.</p>
Effective Date:	24 August 2006
Compliance:	<p>Compliance is required not later than 6 months from the effective date of this Airworthiness Directive.</p> <p>To comply with this Airworthiness Directive, modify the affected Caledonian Airborne Systems, Type CPT-600/-900 ADELTA and AD/AFELT Systems by replacing the main case P/N BC85-051 and piston P/N BC85-052 with improved units made of stainless steel 6S80D in accordance with Caledonian Airborne Systems Service Bulletin No. CPT-600/900/SB-01.</p>
Ref. Publications:	Caledonian Airborne Systems Service Bulletin No. CPT-600/900/SB-01 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 Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-149 for consultation on 13 June 2006 with a comment period until 26 June 2006. The comment response document can be found at http://ad.easa.eu.int/ 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive 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 Laith Samarai, Caledonian Airborne Systems, Caledonian House, Ninian Road, Aberdeen Airport, Aberdeen, Grampian AB21 0PD. Scotland. United Kingdom E-Mail: LaithSamarai@caledonian-airborne.com

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