

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  
CARLING TECHNOLOGIES - 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

2006-072 "ELECTRICAL POWER - SWITCHES – INSPECTION/REPLACEMENT"

**Påbudet gjelder:**

Carling Technologies Inc., Rocker-type Switches Part Number (P/N) TA 201TBW som beskrevet i vedlagte kopi av EASA AD 2006 – 0274.

**Påbudet omfatter:**

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006 – 0274.

**Tid for utførelse:**

Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006 – 0274 med virkning fra denne LDP's gyldighetsdato.

**Referanse:**


EASA AD 2006 – 0274.

**Gyldighetsdato:**

2006-11-27.

Kansellert

2007-03-02

EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2006 - 0274</b></p> <p><b>Date: 05 September 2006</b></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><b>Approval Holder's Name:</b></p> <p>Carling Technologies, Inc.</p>	<p><b>Type/Model designations:</b></p> <p>Rocker-type Switches, Part Number (P/N) TA 201TBW</p>
<p>TCDS Number: Not applicable</p>	
<p>Foreign AD: None.</p>	
<p>Supersedes: CAA United Kingdom Additional AD 001-09-96</p>	
<p><b>ATA 24</b></p>	<p><b>Electrical Power – Switches – Inspection/Replacement</b></p>
<p><b>Manufacturer:</b></p>	<p>Carling Technologies, Inc.</p>
<p><b>Applicability:</b></p>	<p>Rocker-type Switches, having Carling P/N TA 201TBW. These same switches are also identified by Piper P/N 7664-07; Grumman P/N TB201-TB-W or B206; and Cessna P/N S 1824-1 or S 2160-1.</p> <p>The affected switches are known to be installed in, but not limited to, aircraft manufactured by the Piper Aircraft Corporation, Cessna Aircraft Company and Grumman American Aviation Corporation, certificated under FAR Part 23.</p>
<p><b>Reason:</b></p>	<p>During the 1990's, numerous incidents have occurred on light aircraft in the United Kingdom where smoke was released in the cockpit due to overheated rocker-type switches, manufactured by Carling. These switches do not appear to be of sufficient integrity or electrical rating for the heavy duty type circuits (e.g. strobe light- and pitot head circuits) in which they are installed. An investigation did not result in replacement switches being found that would remedy the problem. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft with these switches installed, this AD supersedes CAA UK Additional AD 001-09-96 and requires the repetitive inspection and, where necessary, replacement of the affected switches.</p>

Effective Date:	15 September 2006
Compliance:	<ol style="list-style-type: none"> <li>1) Not later than at the next annual inspection after the effective date of this directive, or within 12 months after the last inspection as required by CAA UK Additional AD 001-09-96, whichever occurs later, visually inspect the affected switches;</li> <li>2) Thereafter, at intervals not exceeding 12 months, repeat the inspection;</li> <li>3) If during an inspection as required by paragraph 1) and 2) of this directive any sign of overheating adjacent to the rear terminals is found, before next flight, replace the affected switch.</li> </ol> <p>Replacement with identical switches does not terminate the requirement of the repeat inspection.</p>
Ref. Publications:	None.
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. This AD was posted as PAD 06-169 for consultation on 05 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Carling Technologies, Inc. 60 Johnson Ave Plainville, CT 06062-1177 - USA Telephone +1-860-793-9281; Facsimile +1-860-793-9231; E-mail <a href="mailto:custservice@carlingtech.com">custservice@carlingtech.com</a>; Website <a href="http://www.carlingtech.com">www.carlingtech.com</a></li> </ol>

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# LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

CARLING TECHNOLOGIES - 2

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

## 2007-004 "ELECTRICAL POWER - SWITCHES - INSPECTION/REPLACEMENT"

### Påbudet gjelder:

Carling Technologies Inc., Rocker-type Switches som nærmere beskrevet i vedlagte kopi av EASA AD 2006-0375.

### Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006-0375.

*Anm.: Denne LDP erstatter og opphever LDP 2006-072 som var basert på EASA AD 2006-0274.*

### Tid for utførelse:

Pkt.1 under "Compliance" i EASA AD 2006-0375 regnes med virkning fra 27. november 2006 som var gyldighetsdato for LDP 2006-072.


For Pkt. 2 og 3 under "Compliance" i EASA AD 2006-0375 gjelder fristene som der er angitt.

### Referanse:

EASA AD 2006 - 0375

### Gyldighetsdato:

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;"><b>AD No.: 2006 - 0375</b></p> <p style="text-align: center;"><b>Date: 15 December 2006</b></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><b>Approval Holder's Name:</b></p> <p>Carling Technologies, Inc.</p>	<p><b>Type/Model designations:</b></p> <p>Rocker-type Switches, Part Number (P/N) TA201-(XX)-(X) series</p>	
<p>TCDS Number: Not applicable</p>		
<p>Foreign AD: None.</p>		
<p>Supersedes: This AD supersedes and cancels EASA AD 2006-0274, which superseded and cancelled CAA United Kingdom Additional AD 001-09-96.</p>		
<b>ATA 24</b>	<b>Electrical Power – Switches – Inspection/Replacement</b>	
<p><b>Manufacturer:</b></p>	<p>Carling Technologies, Inc.</p>	
<p><b>Applicability:</b></p>	<p>Rocker-type Switches, having Carling P/N TA201-(XX)-(X), all versions. These same switches are also identified by, but not limited to, Piper P/N 47664-07; Grumman P/N TB201-TB-W or B206; and Cessna P/N S 1824-1 or S 2160-1. The affected switches are known to be installed on, but not limited to, aircraft manufactured by the Piper Aircraft Corporation, Cessna Aircraft Company and Grumman American Aviation Corporation, certificated under FAR Part 23.</p>	
<p><b>Reason:</b></p>	<p>During the 1990's, numerous incidents have occurred on light aircraft in the United Kingdom where smoke was released in the cockpit due to overheated rocker-type switches, manufactured by Carling. These switches do not appear to be of sufficient integrity or electrical rating for the heavy duty type circuits (e.g. strobe light- and pitot head circuits) in which they are installed. An investigation did not result in replacement switches being found that would remedy the problem.</p> <p>Since an unsafe condition had been identified, likely to exist or develop on other aircraft with these switches installed, EASA issued AD 2006-0274 to supersede CAA UK Additional AD 001-09-96 and require the repetitive inspection and, where necessary, replacement of the affected switches.</p> <p>The present AD supersedes EASA AD 2006-0274 to correct the quoted Piper P/N and further expand the applicability, specifying that all versions of the Carling P/N TA201-(XX)-(X) series are affected by this directive.</p>	
<p><b>Effective Date:</b></p>	<p>29 December 2006</p>	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>1) Not later than at the next annual inspection after 15 September 2006 [the effective date of EASA AD 2006-0274], or within 12 months after the last inspection as previously required by CAA UK Additional AD 001-09-96 or EASA AD 2006-0274, whichever occurs later, visually inspect the affected switches;</li> <li>2) Thereafter, at intervals not exceeding 12 months, repeat the inspection;</li> <li>3) If during an inspection as required by paragraph 1) and 2) of this directive any sign of overheating adjacent to the rear terminals is found, before next flight, replace the affected switch.</li> </ol> <p>Replacement with identical switches does not terminate the requirement of the repeat inspection.</p>
Ref. Publications:	None.
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Carling Technologies, Inc. 60 Johnson Ave Plainville, CT 06062-1177 - USA Telephone +1-860-793-9281; Facsimile +1-860-793-9231; E-mail <a href="mailto:custservice@carlingtech.com">custservice@carlingtech.com</a>; Website <a href="http://www.carlingtech.com">www.carlingtech.com</a></li> </ol>

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