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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

KELLY AEROSPACE - 4
(Tidligere JANAERO)

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

2004-068 "COMBUSTION HEATERS"

Påbudet gjelder:

Kelly Aerospace Power Systems (Tidligere Janaero Devices, Janitrol, C/D, FL Aerospace og Midland-Ross Corporation) brennkammer som beskrevet i vedlagte kopi av FAA AD 2004-21-05.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2004-21-05.

Anm.: Denne LDP erstatter og opphever LDP 96-104.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 2004-21-05, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2004-21-05.

Gyldighetsdato:

2004-12-01.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

2004-21-05 Kelly Aerospace Power Systems (Formerly Janaero Devices, Janitrol, C/D, FL Aerospace, and Midland-Ross Corporation): Amendment 39-13826; Docket No. FAA-2004-19118; Directorate Identifier 2004-CE-25-AD; Supersedes AD 96-20-07; Amendment 39-9773.

When Does This AD Become Effective?

(a) This AD becomes effective on November 19, 2004.

Are Any Other ADs Affected by This Action?

(b) This AD supersedes AD 96-20-07, Amendment 39-9773.

What Airplanes Are Affected by This AD?

(c) This AD affects Kelly Aerospace Power Systems B-Series Combustion Heaters, Models B1500, B2030, B2500, B3040, B3500, B4050, and B4500, marked as meeting the standards of TSO-C20, that are installed on, but not limited to, the following aircraft (all serial numbers), and are certificated in any category:

Manufacturer	Models
Raytheon Aircraft Company	58, 58P, 58TC, 60, A60, 76, and 95–B55 Series.
Bombardier Inc	CL–215–1A10 (Water Bomber) CL215–6B11 (CL–215T Variant) (CL415 Variant)
The Cessna Aircraft Company	208, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 320C, 320D, 320E, 320F, 337 Series, 340, 340A, 414, 414A, 421, 421A, 421B, and 421C.

Note 1: B-Series Combustion Heaters Models B2500, B3500, and B4500 incorporate a new combustion air pressure switch, P/N 94E42. Airplanes that are equipped with P/N 94E42 do not need to conduct an operational test of the combustion air pressure switch. The part number is ink-stamped on the side of these combustion air pressure switches.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports that the new ceramic-coated combustion tubes are subject to the same distress as the non-ceramic coated combustion tubes. We are issuing this AD to prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters

caused by failure of the combustion heater system. This failure could result in fire or explosion in the airplane and possible carbon monoxide poisoning of the crew and passengers in the cabin.

What Must I Do To Address This Problem?

(e) For airplanes with an affected B-Series combustion heater that does not incorporate an extended-life ceramic-coated combustion tube, do the following:

Actions	Compliance	Procedures
(1) Perform the following: (i) Using a pressure decay test, inspect the combustion tube of the heater; and (ii) Conduct an operational test of the combustion air pressure switch. In some applications, the air pressure switch is remotely mounted on the airframe and not on the heater. Regardless of where the air pressure switch is located, the operational test requirements of this AD still apply. (iii) If an air pressure switch, part number 94E42 is currently installed, the operational test is not required.	*For airplanes with 450 or more heater hours time-in-service (TIS) accumulated on an installed heater since new installation or since the last overhaul:* Within the next 50 hours TIS or 12 calendar months after November 14, 1996 (the effective date of AD 96–20–07), whichever occurs first, unless already done. *For airplanes with less than 450 heater hours TIS accumulated on an installed heater since new installation or since the last overhaul:* Upon the accumulation of 500 heater hours TIS or within the next 12 calendar months after November 14, 1996 (the effective date of AD 96–20–07), whichever occurs first, unless already done. *After doing the initial inspection and operational test:* Repetitively inspect the combustion tube and perform the operational test of the air pressure switch thereafter at intervals not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1.
(2) After each inspection required in paragraph (e)(1) of this AD, if the heater does not pass the pressure decay test, overhaul the heater and replace the combustion tube with a serviceable tube or replace the heater assembly.	Prior to further flight after the inspection required in paragraph (e)(1) of this AD in which the combustion tube fails. After the heater is overhauled or replaced with a new heater assembly, the inspection cycle starts over upon the accumulation of 500 heater hours TIS with the repetitive inspection intervals thereafter not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1.

(3) After each operational test required in paragraph (e)(1) of this AD, if any air pressure switch does not pass, replace the switch with one of the same design or with a P/N 94E42.	Prior to further flight after the operational test required in paragraph (e)(1) of this AD in which the switch failed. After installing a new switch, repetitively test the air pressure switch thereafter at intervals not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first. Replacing the combustion air pressure switch with a P/N 94E42 switch terminates the repetitive operational testing required in paragraph (e)(1) of this AD.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1 and JanAero Devices Service Bulletin # A–103, dated September 1995.
(4) As an alternative method of compliance to the requirements of this AD, you may disable the heater by doing the following: (i) Cap the fuel supply line; (ii) Disconnect the electrical power and ensure that the connections are properly secured to reduce the possibility of electrical spark or structural damage; (iii) Inspect and test to ensure that the cabin heater system is disabled; (iv) Ensure that no other aircraft system is affected by this action; (v) Ensure that there are no fuel leaks; and (vi) Fabricate a placard with the followingwords: ''System Inoperative''. Install this placard at the heater control valve within the pilot's clear view.	As of November 14, 1996 (the effective date of AD 96–20–07).	Not applicable.

Note 2: You may use a heater hour meter to determine heater hours time-in-service (TIS). Also, you may divide aircraft hours TIS in half to calculate heater hours TIS.

(f) For airplanes with an affected B-Series combustion heater that does incorporate an extended-life ceramic-coated combustion tube, do the following:

Actions	Compliance	Procedures
(1) Perform the following: (i) Using a pressure decay test, inspect the combustion tube of the heater; and (ii) Conduct an operational test of the combustion air pressure switch. In some applications, the air pressure switch is remotely mounted on the airframe and not on the heater. Regardless of where the air pressure switch is located, the operational test requirements of this AD still apply. (iii) If an air pressure switch, part number 94E42 is currently installed, the operational test is not required.	Upon the accumulation of 500 heater hours TIS or within the next 100 hours TIS after the November 19, 2004 (the effective date of this AD), whichever occurs later. Repetitively inspect the combustion tube and perform the operational test of the air pressure switch thereafter at intervals not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1.
(2) After each inspection required in paragraph (f)(1) of this AD, if the heater does not pass the pressure decay test, overhaul the heater and replace the combustion tube with a serviceable tube or replace the heater assembly.	Prior to further flight after the inspection required in paragraph (f)(1) of this AD in which the combustion tube fails. After the heater is overhauled or replaced with a new heater assembly, the inspection cycle starts over upon the accumulation of 500 heater hours TIS with the repetitive inspection intervals thereafter not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1.
(3) After each operational test required in paragraph (f)(1) of this AD, if any air pressure switch does not pass, replace the switch with one of the same design or with a P/N 94E42.	Prior to further flight after the operational test required in paragraph (f)(1) of this AD in which the switch failed. After installing a new switch, repetitively test the air pressure switch thereafter at intervals not-to-exceed 100 heater hours TIS or 24 calendar months, whichever occurs first. Replacing the combustion air pressure switch with a P/N 94E42 switch terminates the repetitive operational testing required in paragraph (f)(1) of this AD.	Follow the applicable instructions in Janitrol Maintenance and Overhaul Manual 24E25–1 and JanAero Devices Service Bulletin # A–103, dated September 1995.

(4) As an alternative method of compliance to the requirements of this AD, you may disable the heater by doing the following: (i) Cap the fuel supply line; (ii) Disconnect the electrical power and ensure that the connections are properly secured to reduce the possibility of electrical spark or structural damage; (iii) Inspect and test to ensure that the cabin heater system is disabled; (iv) Ensure that no other aircraft system is affected by this action; (v) Ensure that there are no fuel leaks; and (vi) Fabricate a placard with the following words: ''System Inoperative''. Install this placard at the heater control valve within the pilot's clear view.	As of the November 19, 2004 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Atlanta ACO, FAA. For information on any already approved alternative methods of compliance, contact Kevin L. Brane, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, One Crown Center, 1985 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; telephone: (770) 703-6063; facsimile: (770) 703-6097.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in JanAero Devices Service Bulletin A-103, dated September 1995.

(1) On November 14, 1996 (61 FR 51357, October 2, 1996), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of JanAero Devices Service Bulletin A-103, dated September 1995.

(2) You may get a copy from Kelly Aerospace Power Systems, PO Box 273, Fort Deposit, Alabama 36032; telephone: (334) 227-8306; facsimile: (334) 227-8596; Internet: *http://www.kellyaerospace.com*. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19118.

Issued in Kansas City, Missouri, on October 13, 2004.
William J. Timberlake,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-23620 Filed 10-21-04; 8:45 am]
BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

KELLY AEROSPACE-05
Tidligere JANAERO

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 Luftfartsverket følgende forskrift om luftdyktighet.

2005-12A "FUEL REGULATOR SHUT OFF VALVES"

Påbudet gjelder:

Kelly Aerospace Power Systems (tidligere Janaero Devices, Janitrol, C&D, ElectroSystems, FL Aerospace, and Midland-Ross Corp.) fuel regulator shut off valves som nærmer beskrevet i FAA AD 2004-25-16 R1

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA 2004-25-16 R1

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2004-25-16 R1, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2004-25-16 R1

Gyldighetsdato:

2005-07-08.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

2004-25-16 R1 Kelly Aerospace Power Systems (formerly owned by ElectroSystems, JanAero Devices, Janitrol, C&D Airmotive Products, FL Aerospace, and Midland-Ross Corporation): Amendment 39-14076; Docket No. FAA-2004-19693; Directorate Identifier 2004-CE-40-AD; revises AD 2004-25-16, Amendment 39-13904.

When Does This AD Become Effective?

(a) This AD becomes effective on June 20, 2005.

What Other ADs Are Affected By This Action?

(b) This AD revises AD 2004-25-16, Amendment 39-13904.

What Airplanes Are Affected by This AD?

(c) This AD applies to aircraft equipped with a fuel regulator shutoff valve part number (P/N) 14D11, A14D11, B14D11, C14D11, 23D04, A23D04, B23D04, C23D04, or P23D04 used with B1500, B2030, B2500, B3040, B3500, B4050, or B4500 B-Series combustion heaters. The following is a list of aircraft where the B-Series combustion heater could be installed. This is not a comprehensive list and aircraft not on this list that have the heater installed through field approval or other methods are still affected by this AD:

Manufacturer	Aircraft models/series
(1) Bombardier Inc	CL–215, CL–215T, and CLT–415.
(2) Cessna Aircraft Company	208, T303, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 320C, 320D, 320E, 320F, 337 Series, 340, 340A, 414, 414A, 421, 421A, 421B, and 421C.
(3) The New Piper Aircraft Inc	PA–23 Series, PA–30, PA–31 Series, PA–34 Series, PA–39, and PA–44 Series.
(4) Raytheon Aircraft Corporation	95–B55 Series, 58, 58TC, 58P, 60, A60, and 76.

Note 1: The B1500, B2030, B2500, B3040, B3500, B4050, or B4500 B-Series combustion heaters were previously manufactured by Janitrol, C&D Airmotive Products, FL Aerospace, and Midland-Ross Corporation.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of numerous reports of fuel regulator shutoff valves leaking fuel. We are issuing this AD to prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these combustion heaters. This failure could result in an aircraft fire.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Visually inspect or pressure test the fuel regulator shutoff valve for any signs of fuel leaks.	Within the next 25 hours aircraft time-in-service (TIS) after January 5, 2005, (the effective date of AD 2004–25–16), unless already done within the last 75 hours aircraft TIS (*e.g.*, compliance with AD 2001–08–01 or 2001–17–13). Repetitively inspect thereafter at intervals not to exceed 100 hours aircraft TIS or 12 months, whichever occurs first. This is established to coincide with 100-hour and annual with 100-hour and annual inspections.	Locate the pressure shutoff valve in the installation using the applicable maintenance manual for valve location, removal, and installation instructions. Follow the procedures in Kelly Aerospace Power Systems Service Bulletin No. A–107A, Issue Date: September 6, 2002, for the visual inspection or the pressure test.
(2) If no fuel leaks or no signs of fuel stains are found during each inspection required by paragraph (e)(1) of this AD, make a log book entry with the date of inspection (month/year).	Prior to further flight after each inspection required in paragraph (e)(1) of this AD.	Follow the procedures in Kelly Aerospace Power Systems Service Bulletin No. A–107A, Issue Date: September 6, 2002.
(3) If any signs of fuel leaks or any signs of fuel stains are found during any inspection required in paragraph (e)(1) of this AD, replace the valve with a new valve of appropriate part number (P/N) that has a manufacturer's date code of 02/02 or later. For Piper PA–31–350 model aircraft, replace P/N A23D04–7.5 valve with P/N P23D04–7.5 Ensure there are no fuel leaks in the replacement valve by following the inspection and documentation requirements in paragraphs (e)(1) and (e)(2) of this AD.	Before further flight after the inspection where any fuel leak was found.	Follow Kelly Aerospace Power Systems Service Bulletin No. A–107A, Issue Date: September 6, 2002; Piper Vendor Service Publication VSP–150, dated January 31, 2003; and the applicable maintenance manual.

(4) As an alternative method of compliance to this AD, you may disable the heater provided you immediately comply with inspection, identification, and replacement requirements of this AD when you bring the heater back into service. Do the following actions when disabling: (i) Cap the fuel supply line upstream of the fuel regulator and shutoff valve; (ii) Disconnect the electrical power and ensure that the connections are properly secured to reduce the possibility of electrical spark or structural damage; (iii) Inspect and test to ensure that the cabin heater system is disabled; (iv) Ensure that no other aircraft system is affected by this action; (v) Ensure there are no fuel leaks; and (vi) Fabricate a placard with the words: ''System Inoperative''. Install this placard at the heater control valve within the pilot's clear view.	If you choose this option, you must do it before the next required inspection specified in paragraph (e)(1) of this AD. To bring the heater back into service, you must do the actions of paragraphs (e)(1), (e)(2), and (e)(3) of this AD (inspection, identification, and replacement, as necessary).	Not Applicable.
(5) Only install a fuel regulator shutoff valve with a manufacture date code of 02/02 or later.	As of January 5, 2005, (the effective date of AD 2004–25–16).	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19.

(1) Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Manager, Atlanta ACO, FAA. For information on any already approved alternative methods of compliance, contact Kevin L. Brane, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, One Crown Center, 1985 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; telephone: (770) 703-6063; facsimile: (770) 703-6097.

(2) Alternative methods of compliance approved for AD 2004-25-16, which is revised by this AD, are approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material By Reference?

(g) You must do the actions required by this AD following the instructions in Kelly Aerospace Power Systems Service Bulletin No. A-107A, Issue Date: September 6, 2002; and Piper Vendor Service Publication VSP-150, dated January 31, 2003.

(1) On January 5, 2005 (69 FR 75228, December 16, 2004), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register previously approved the incorporation by reference.

(2) To get a copy of the service information, contact Kelly Aerospace Power Systems, P.O. Box 273, Fort Deposit, Alabama 36032; telephone: (334) 227-8306; facsimile: (334) 227-8596; Internet: *http://www.kellyaerospace.com.* To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov.* The docket number is FAA-2004-19693; Directorate Identifier 2004-CE-40-AD.

Issued in Kansas City, Missouri, on April 28, 2005.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-8884 Filed 5-5-05; 8:45 am]
BILLING CODE 4910-13-P

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