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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY  
Sandel Avionics-1

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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

**2006-055      "PREVENTION OF BEARING ERROR"**

**Påbudet gjelder:**

Sandel Avionics Inc. (Sandel) Model ST3400 (TAWS/RMI) Units som nærmere beskrevet i vedlagte kopi av FAA AD 2006-16-18.

**Påbudet omfatter:**

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2006-16-18.

**Tid for utførelse:**

Til de tider som beskrevet i vedlagte kopi av FAA AD 2006-16-18 med virkning fra denne LDP's gyldighetsdato.

**Referanse:**

FAA AD 2006-16-18.

**Gyldighetsdato:**

2006-11-27.

# AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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



**2006-16-18 Sandel Avionics Incorporated:** Amendment 39-14718. Docket No. FAA-2006-24101; Directorate Identifier 2005-NM-103-AD.

## Effective Date

(a) This AD becomes effective September 25, 2006.

## Affected ADs

(b) None.

## Applicability

(c) This AD applies to Sandel Avionics Incorporated (Sandel) Model ST3400 terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units approved under Technical Standard Order(s) C113, C151a, or C151b; as identified in Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004; as installed on various small and transport category airplanes, certificated in any category, including, but not limited, to the airplane models listed in Table 1 of this AD.

**Table 1.—Manufacturers/Airplane Models**

<b>Manufacturer</b>	<b>Airplane model(s)</b>
Airbus	A300
Avions Marcel Dassault - Breguet Aviation (AMD/BA)	Falcon 10
Boeing	727, 737, 747
Bombardier (LearJet)	24, 35, 36, 55
British Aerospace (Operations) Limited	Jetstream Series 3101
Cessna	208, 208B, 421C; 501, 525, 550, 560, 650, S550
Embraer	EMB-120
Dassault-Aviation	Mystere-Falcon 50, Mystere-Falcon 200
Gulfstream	G-I, G-1159A (G-III)
Israel Aircraft Industries (IAI)	1124, 1125 Westwind Astra
McDonnell Douglas	DC-10
Piper	PA-31T2

<b>Manufacturer</b>	<b>Airplane model(s)</b>
Raytheon	58; 1900D, 400; A36; BAe.125 Series 800A; HS.125 Series 600A/700A; Hawker 800-XP; 200, 300, 350, A200, B100, B200, B300, C90, C90A, C90B, E90, F90, MU-300-10
Sabreliner	60 (NA-265-60)
Twin Commander	500-A, 695A
Viking Air Limited	DHC-6

### **Unsafe Condition**

(d) This AD results from a report that an in-flight bearing error occurred in a Model ST3400 TAWS/RMI unit configured to receive bearing information from a very high frequency omnidirectional range (VOR) receiver interface via a composite video signal, due to a combination of input signal fault and software error. We are issuing this AD to prevent a bearing error, which could lead to an airplane departing from its scheduled flight path, which could result in a reduction in separation from, and a possible collision with, other aircraft or terrain.

### **Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

### **Installing Placard**

(f) Within 14 days after the effective date of this AD: Install a placard on the TAWS/RMI which states, "NOT FOR PRIMARY VOR NAVIGATION," in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004.

### **Revising Airplane Flight Manual (AFM)**

(g) Within 14 days after the effective date of this AD: Revise the Limitations section of the applicable AFM to include the following statement: "Use of ST3400 TAWS/RMI for primary VOR navigation is prohibited unless the indicator has 3.07 or A3.06 software or later." This may be done by inserting a copy of this AD into the AFM.

### **Updating Software**

(h) Within 90 days after the effective date of this AD, in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004: Field-load the TAWS/RMI with updated software having revision 3.07 (for units having serial numbers (S/Ns) under 2000) or revision A3.06 (for units having S/Ns 2000 and subsequent). The placard and AFM limitations revision installed as required by paragraphs (f) and (g) of this AD may be removed after the software upgrade required by paragraph (h) of this AD has been accomplished.

### **Parts Installation**

(i) As of 90 days after the effective date of this AD, no person may install, on any airplane, an ST3400 TAWS/RMI unit, unless it has been modified in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004.

### **Alternative Methods of Compliance (AMOCs)**

(j)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

### **Material Incorporated by Reference**

(k) You must use Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004 (only the first page of the document shows the date of the document), to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Sandel Avionics Incorporated (Sandel), 2401 Dogwood Way, Vista, California, 92081, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on August 3, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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