

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-T-AD-4-077/98

Datum vydání: 09. října 1998

LETADLOVÉ ZAŘÍZENÍ - ELEKTRICKY TLAKOVANÉ TĚSNĚNÍ DVEŘÍ - KONTROLA

Týká se: elektricky tlakovaného těsnění dveří vyrobeného firmou Bob Fields Aerocessories montovaného na základě příslušného STC na typech letadel uvedených v části "Applicability" FAA PL AD 98-21-21 (příloha tohoto PZZ), ale není limitováno.

Datum účinnosti: Ihned po obdržení

Provést v termínech: Jak je popsáno v FAA PL AD 98-21-21 (příloha tohoto PZZ).

Postup provedených prací: Dle FAA PL AD 98-21-21.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Stibůrekoman. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA PL AD č. 98-21-21.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

98-21-21 BOB FIELDS AEROCESSORIES: Priority Letter issued on October 2, 1998. Docket No. 98-CE-88-AD. Applicability: Inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

Affected STC	Make and Model Aircraft Affected
SA3735NM	Cessna Models 170, 170A, and 170B Airplanes
SA4136WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA2226NM	Cessna Models P210N and P210R Airplanes
SA3736NM	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes
SA4177WE	Cessna Models 175, 175A, 175B, and 175C Airplanes
SA4212WE	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes
SA4213WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA4283WE	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N

Airplanes

SA4284WE	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes
SA4285WE	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes
SA4286WE	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes
SA4287WE	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes
SA4180WE	Raytheon (Beech) Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes
SA4184WE	Raytheon (Beech) Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B5A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes
SA4239WE	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes
SA4240WE	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes
SA4282WE	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes
SA4178WE	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes
SA4472NM	Aerostar Models PA-60-601P, PA-60-602P, and PA-60-700P Airplanes
SA4234WE	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes
SA4179WE	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes
SA4235WE	Piper Models PA-44-180 and PA-44-180T Airplanes
SA4236WE	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-201T, PA-285-160, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes
SA4237WE	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes
SA4238WE	Piper Models PA-30, PA-39, and PA-40 Airplanes
SA4385WP	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes
SA4288WE	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes
SA2511NM	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes
SA2510NM	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes
SA4316WE	Wing Aircraft Company Model D-1 Airplanes

NOTE 1: This AD applies to each aircraft identified in the preceding applicability provision that has affected inflatable door seals installed, 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 (f) 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 prior to further flight after receipt of this AD, unless already accomplished.

To prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:

(a) Deactivate the electric door seal inflation system by accomplishing the following:

(1) Disconnect the battery.

(2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow wire end.

(4) For non-pressurized airplanes or for airplanes that have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"

(5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE. THIS AIRPLANE CAN ONLY BE OPERATED IN UNPRESSURIZED FLIGHT"

(6) Reconnect the battery before returning to service.

(b) Insert a copy of this AD into the Limitations

Section of the airplane flight manual (AFM).

(c) As an alternative method of compliance to the actions of paragraph (a), including all subparagraphs, and paragraph (b) of this AD, remove all provisions of the Bob Fields Aerocessories inflatable door seals, and install original equipment manufacturer door seals or an FAA-approved equivalent that is of different design than the referenced Bob Fields Aerocessories inflatable door seals.

(d) As of the effective date of this AD, no person may install on any aircraft, Bob Fields Aerocessories inflatable door seals either in accordance with the applicable STC or through field approval.

(e) 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 provided the following are adhered to, as applicable:

(1) Locate and remove the in-line fuse for the electric door seal inflation system; or

(2) Pull the system circuit breaker for the electric door seal inflation system; and

(3) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, operate the airplane in unpressurized flight only.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(g) Information related to this AD may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) Priority Letter AD 98-21-21, October 2, 1998, becomes effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. Paul S. Wells, Jr., Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5354; facsimile: (562) 627-5210.