


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No : 2006 - 0229 –E</b>  <b>[Corrected]</b></p> <p><b>Date: 27 July 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>Type Approval Holder's Name :</b></p> <p>ADEFA  AVIALSA  BAQUERO SERVISIOS AÉREOS  MARTIN ECHEVARRIA  MARTINEZ RIDAO</p>	<p><b>Type/Model designation(s) :</b></p> <p>PZL-M18, -M18A, operating in accordance with DGAC-Spain Supplemental Type Certificates No. 83-S, 87-S, 88-S, 89-S, 101-S, 102-S and 130-S</p>
<p>STC Numbers : DGAC-ES 83-S, 87-S, 88-S, 89-S, 101-S, 102-S and 130-S</p>	
<p>Foreign AD : none</p>	
<p>Supersedure : none</p>	
<p> </p>	
<b>ATA 04</b>	<b>Limitations – Change of Aircraft Flight Manual Supplement</b>
<p> </p>	
<p>Manufacturer:</p>	<p>WSK PZL</p>
<p>Applicability:</p>	<p>PZL-M18, -M18A airplane any serial numbers that are operated up to a Maximum Take-off Weight of 5.300 Kg., in fire fighting operations, in accordance with the following DGAC-Spain STCs:</p> <p>No. 83-S (AVIALSA)  No. 87-S (MARTIN ECHEVARRIA)  No. 89-S &amp; No. 101-S (MARTINEZ RIDAO)  No. 88-S &amp; 102-S (BAQUERO SERVICIOS AEREOS)  No. 130-S (ADEFA).</p>
<p>Reason:</p>	<p>In the course of the investigation of an accident of a M18A operated in accordance with DGAC-Spain STC nr. 83-S, occurred in Spain on 4 September 2005, the Spanish Civil Aviation Accidents and Incidents Investigation Commission, having noted the differences in operational limitations that apply to the type design modification to operate up to 5300</p>

	<p>kg of MTOW in fire fighting operations, between the EASA.A.056 Type Certificate Data Sheets and associated documentation and the above mentioned STCs issued by DGAC Spain, has issued a draft Safety Recommendation to EASA, to revise these differences.</p> <p>EASA has decided that both sets of limitations must be standardised to those contained in the PZL Supplement nr. 16 to the Aircraft Flight Manual.</p> <p>[Correction: Compliance date corrected]</p>
Effective Date:	28 July 2006
Compliance:	<p>From the effective date of this AD, replace the Aircraft Flight Manual Supplements of the Spanish STCs quoted above by AFM Supplement No. 16 to Aircraft Flight Manual of PZL M18 "DROMADER", published by PZL, referenced in TCDS EASA.A.056. In addition to this, replace all placards located in the cockpit containing limitations associated with the Aircraft Flight Manual Supplements of the aforementioned Spanish STCs by those established in AFM Supplement No. 16, to Aircraft Flight Manual of PZL M18 "DROMADER" published by PZL.</p>
Ref. Publications:	<p>AFM Supplement No. 16 to Aircraft Flight Manual of PZL M18 "DROMADER" published by PZL, referenced in the a/c TCDS EASA.A.056.</p>
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 Method 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 Mr. M. Capaccio, 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 question concerning the technical content of the requirements in this AD, please contact Dirección General de Aviación Civil. Paseo de la Castellana, 67. 28071 Madrid Ph: +34 91597 8859; +34 91597 8641 ; Fax: +34 91597 8584</li> </ol>