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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

McDONNELL DOUGLAS - 1

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.

98-071 BETINGELSER VED OPERASJON AV McDONNELL DOUGLAS DC-3

Påbudet gjelder:

McDonnell Douglas, følgende modeller i henhold til FAA Typesertifikat A-669:

DC3A-SCG, DC3A-SC3G, DC3A-S1CG, DC3A-S1C3G (Army C-41, C-41A, C-48, C-48A, C-52, C-52A, C-52B, C-52C, C-53, C-53B, C-53C, C-53D, C-68; Navy R4D-3 og R4D-4), DC3A-S4C4G, DC3C-SC3G, DC3C-S1C3G, -S4C4G (Army C-47, C-47A; Navy R4D-1, R4D-5), DC3C-R-1830-90C (Army C-47B, Navy R4D-6), DC3D-R-1830-90C (Army C-117A)

Påbudet omfatter:

De Skandinaviske Luftfartsmyndighetene har i samarbeid utarbeidet begrensninger som skal innføres for operasjon av fly av typen McDonnell Douglas DC-3. Disse er som følger:

1. Maksimal startmasse 11 430 kg / 25 200 lbs
2. Maksimalt antall passasjerer: 19
3. Maksimalt antall besetningsmedlemmer: 4
4. Maksimal gangtid for motorer: 1300 timer
5. Tiltak i samsvar med Hamilton Standard Service Bulletin nr. 657 skal utføres minst hver 30. dag

Tid for utførelse:

Innen 1998-09-01

Referanse:

OPS-utvalgsmøte nr. 246

Gyldighetsdato:

1998-09-01

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

McDONNELL DOUGLAS - 2

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.

2000-027 PNEUMATISKE DEICING BOOTS

Påbudet gjelder:

McDonnell Douglas DC-3 og DC-4.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-04-03

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2000-04-03, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-04-03.

Gyldighetsdato:

2000-04-14.

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

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation Administration

2000-04-03 MCDONNELL DOUGLAS: Amendment 39-11585. Docket 99-NM-139-AD.

Applicability: Models DC-3 and DC-4 series airplanes equipped with pneumatic deicing boots, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that flightcrews activate the wing and tail pneumatic deicing boots at the first signs of ice accumulation on the airplane, accomplish the following:

NOTE 1: For the purposes of this AD, the following definitions of "older" and "modern" apply:

"Modern" pneumatic boot systems may be characterized by short segmented, small diameter tubes, which are operated at relatively high pressures [18-23 pounds per square inch (psi)] by excess bleed air that is provided by turbine engines. "Older" pneumatic boot systems may be characterized by long, uninterrupted, large diameter tubes, which were operated at low pressures by engine driven pneumatic pumps whose pressure varied with engine revolutions per minute (rpm). This low pressure coupled with long and large diameter tubes caused early de-ice systems to have very lengthy inflation and deflation cycles and dwell times. (Dwell time is the period of time that the boot remains fully expanded following the completion of the inflation cycle until the beginning of the deflation cycle.)

(a) Within 10 days after the effective date of this AD: Perform a visual inspection to determine if the type of pneumatic deicing boots installed is either "older" or "modern" boots.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) For those airplanes equipped with "older" pneumatic deicing boots, no further action is required by this AD.

(2) For those airplanes equipped with "modern" pneumatic deicing boots, within 10 days after the inspection required by paragraph (a) of this AD: Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. This may be accomplished by inserting a copy of this AD in the AFM.

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, Transport Airplane Directorate. The request shall be forwarded through an appropriate FAA Operations Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(c) 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.

(d) This amendment becomes effective on March 28, 2000.

FOR FURTHER INFORMATION CONTACT:

Albert Lam, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5346; fax (562) 627-5210.

Issued in Renton, Washington, on February 14, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service