

Avis d'émission d'une Directive de Navigabilité (AD)* par

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l'EASA, European Aviation Safety Agency

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l'autorité primaire d'un matériel étranger

Les examens ou modifications décrits ou rappelés ci-dessous sont impératifs. La non application des exigences contenues dans la Directive de Navigabilité citée ci-dessous entraîne l'incapacité au vol de l'aéronef concerné.

(Envoi 22/2009 du 04 novembre 2009)

Directive de Navigabilité de la FAA de référence 95-26-15 R1

HONEYWELL INTERNATIONAL INC.

Equipements - Navigation

TCAS CAS-81 - Mise à jour AFM/Modification

Cette AD remplace les Bulletins de Recommandations BR 1996/01 et BR 1997/01 qui sont annulés par leur Révision 1.

S'agissant d'un matériel prévu d'être monté sur un avion de plus de 5,7 tonnes de MTOW, il n'est pas proposé de traduction de l'AD jointe.

Nota pour les exploitants et organismes d'entretien d'aéronefs inscrits au registre français :

Si l'AD jointe invite à un contact vers l'autorité primaire de l'AD, contacter le bureau concerné du département certification-produits de l'EASA.

Si pour l'exécution d'une tâche donnée, l'AD jointe se réfère à une qualification de personnel répondant à une réglementation nationale, il est possible de faire intervenir, pour cette tâche, du personnel de qualification équivalente acceptée dans l'Union Européenne.

Si l'AD jointe se réfère à une donnée de navigabilité ou une instruction pour le maintien de la navigabilité (Manuel de Vol, Manuel de Maintenance, ...) qui n'est pas celle approuvée ou pas celle en vigueur en France ou si l'AD jointe présente une difficulté d'application liée à sa spécificité nationale, exposer le problème auprès du département technique du GSAC (par courriel à "contact@gsac.fr" ou par fax au 01 46 90 48 48) ou auprès du bureau concerné du département certification-produits de l'EASA.

La recopie de cette AD peut avoir dégradé la définition du document présenté. En cas de difficulté à lire certains éléments de cette AD, se reporter à l'AD originale mise à disposition par l'autorité primaire de l'AD.

* Cette AD est exigible au titre du règlement Européen 1702/2003 ou de la Décision n°2/2003 de l'EASA.

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).

95-26-15 R1 ALLIED SIGNAL COMMERCIAL AVIONICS SYSTEMS: Amendment 39-9824. Docket 96-NM-81-AD. Revises AD **95-26-15**, Amendment 39-9495.

Applicability: CAS-81 Traffic Alert and Collision Avoidance Systems (TCAS) installed in transport category airplanes, including but not limited to, the following airplane models, certificated in any category:

Aerospatiale Models ATR42 and ATR72 series airplanes;

Airbus Industrie Models A300B2, A300B4, A310-200, A310-300, A300-600, A320-100, A320-200, A321-100, A330-300, A340-200, and A340-300 series airplanes;

Beech Models 1900 and BE-65 through -90 (inclusive) series airplanes;

Boeing Models 727-100, 727-200, 737-200, 737-300, 737-400, 737-500, 747-100, 747-200, 747-300, 747-400, 747SP, 757-200, 767-200, 767-300, and 777-200 series airplanes;

Convair Model CV-580 airplanes;

de Havilland DHC-7 series airplanes and Model DHC-8-100 airplanes;

Embraer Model EMB-120 series airplanes;

Fairchild Model F227 airplanes;

Fokker Models F28 Mark 100, Mark 1000, and Mark 4000 series airplanes;

General Dynamics Models Convair 340 and 440 airplanes;

Gulfstream Models G-159 and G-IV airplanes;

Lockheed Model L1011 series airplanes;

McDonnell Douglas Models DC-8-60, DC-9-31, DC-9-51, DC-10-10; DC-10-30, DC-10-30F, MD-11, and MD-80 series airplanes;

Rockwell International NA-265-65 airplanes;

Saab Model 340 series airplanes; and

Shorts Model 360 series airplanes.

NOTE 1: This AD applies to each airplane on which the TCAS unit identified in the preceding applicability provision has been installed, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For affected TCAS units or airplanes 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 (d) 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.

NOTE 2: CAS-81 Traffic Alert and Collision Avoidance Systems (TCAS) processors having serial numbers 6066 and subsequent, are not subject to the requirements of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is advised of the potential hazard associated with failure of the audio output of the CAS-81 TCAS, and of the procedures necessary to address it, accomplish the following:

(a) Except as provided by paragraph (b) of this AD: Within 3 calendar days after February 5, 1996 (the effective date of AD **95-26-15**, amendment 39-9495), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

"In order to ensure that the audio output of the CAS-81 TCAS operates properly, accomplish the following:

- Prior to the first flight of the day; prior to the accumulation of 10 hours of uninterrupted power; and at the mid-point of any one flight scheduled to exceed 10 hours of power: Cycle the power to the TCAS processor via the circuit breaker or power bus.
- Prior to taxi before takeoff: Initiate the TCAS functional test in accordance with AFM procedures to verify operational condition of the CAS-81 TCAS."

(b) For airplanes on which the manufacturer has substantiated 30 degrees Celsius as a maximum ambient temperature for the TCAS processor location, the following is considered to be an alternative method of compliance for the AFM revision requirements specified in paragraph (a) of this AD: Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM. After revising the AFM, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

"In order to ensure that the audio output of the CAS-81 TCAS operates properly, accomplish the following:

- Prior to each flight of up to 18 hours duration, reset the TCAS circuit breaker and conduct a TCAS self-test."

(c) Modification of the TPA-81A TCAS processor receiver in accordance with Allied Signal Service Bulletin TPA-81A-34-82, dated January 1996, or Allied Signal Service Bulletin TPA-81A-34-84, dated January 1996, constitutes terminating action for the requirements of this AD. After this modification is accomplished, the AFM revisions specified in paragraphs (a) and (b) of this AD may be removed from the AFM.

(d) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(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.

(f) This amendment becomes effective on December 26, 1996.