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## LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY  
  
AEROSTAR - 1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

### 93-079 KONTROLL/UTSKIFTING AV DRIVSTOFFSLANGE

#### Påbudet gjelder:

Aerostar International, Inc. modell RX-6, RX-7, RX-8, RXS-8, S-40A, S-49A, S-50A, S-52A, S-55A, S-57A, S-57S, S-60S, S-60A, S-66A, S-71A, S-77A, 78C, 90C, QUBE-80, CTS, W100LB, 110P og SPII ballonger; alle serienummer, som er utstyrt med drivstoffslanger av følgende typer:

- AEROQUIP FC321-06 UL 5/16 LP-GAS HOSE 350 MAX. OPER. PSI 1Q92;
- AEROQUIP FC321-06 UL 5/16 LP-GAS HOSE 350 MAX. OPER. PSI 2Q92;
- AEROQUIP FC321-06 UL 5/16 LP-GAS HOSE 350 MAX. OPER. PSI 3Q92;
- AEROQUIP FC321-06 UL 5/16 LP-GAS HOSE 350 MAX. OPER. PSI 4Q92;  
eller
- Drivstoffslangen er uidentifiserbar.

#### Påbudet omfatter:

For å hindre at brann oppstår i ballongkorgen som følge av lekkasje i drivstoffslangen, skal følgende tiltak utføres i samsvar med Aerostar Service Bulletin No. 132, datert 12.08.93:

1. Fjern hver drivstoffslange fra skinnhylsteret og utfør en lukttest for lekkasje av hele slangen når systemet er satt under trykk.
  - 1.1 Dersom tegn til lekkasje oppdages, skal hele drivstoffslangen/manifolden fjernes og byttes ut med luftdyktige deler som inkluderer slanger hvor merkingen er forskjellig fra den beskrevet ovenfor.
  - 1.2 Dersom det ikke blir funnet noe tegn til lekkasje, skal en lekkasjetest utføres før hver flyging inntil pkt. 2 i denne LDP er utført.
2. Dersom ikke allerede utført i samsvar med pkt. 1.1 i denne LDP skal hele drivstoffslangen/manifolden fjernes og byttes ut med luftdyktige deler som inkluderer slanger hvor merkingen er forskjellig fra den beskrevet ovenfor.
3. Etter utførelse av pkt. 1.1 eller pkt. 2 i denne LDP, er ikke lenger de repetitive kontrollene beskrevet under pkt. 1.2 påkrevd.

#### Tid for utførelse:

1. Før første flyging etter 01.11.93.
  - 1.1 Før videre flyging.

01.11.93

## LUFTDYKTIGHETSPÅBUD

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- 1.2 Før hver flyging til pkt. 2 i denne LDP er utført.
2. Innen 10 flytimer etter 01.11.93.

**Referanse:**

FAA Emergency AD 93-16-13.

01.11.93

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY  
  
AEROSTAR - 2

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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 Luftfartstilsynet følgende forskrift om luftdyktighet.

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**2003-007 "OIL SCAVENGE PUMP"**

**Påbudet gjelder:**

Aerostar Aircraft Corporation, alle modeller som er listet i vedlagte kopi av FAA AD 2002-24-07.

**Påbudet omfatter:**

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2002-24-07.

**Tid for utførelse:**

Til de tider som beskrevet i vedlagte kopi av FAA AD 2002-24-07.

**Referanse:**

FAA AD 2002-24-07.

**Gyldighetsdato:**

2003-01-02.

# AIRWORTHINESS DIRECTIVE



Aircraft Certification Service  
Washington, DC

U.S. Department  
of Transportation  
Federal Aviation  
Administration

*We post ADs on the internet at "www.airweb.faa.gov/rg!"*

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).

## 2002-24-07 Aerostar Aircraft Corporation: Amendment 39-12972; Docket No. 99-CE-86-AD.

(a) *What airplanes are affected by this AD?* This AD affects Models PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P) airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anye who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent in-flight failure of the oil scavenge pumps, which could result in loss of engine oil and possible loss of engine power.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions   | Compliance  | Procedures   |
|---|---|--|
| (1) Replace any scavenge pump specified in paragraphs (d)(1)(i) and (d)(1)(ii) of this AD with an Aerostar scavenge pump, part number 300110-001 or 300110-002 or FAA-approved equivalent part number.                      | Within the next 50 hours time-in-service after January 17, 2003 (the effective date of this AD), unless already accomplished. | Do this replacement following the INSTRUCTIONS paragraph of Aerostar Mandatory Service Bulletin SB600-131A, January 10, 1998, and the Aerostar Maintenance Manual. |
| (i) Any Roto-Master scavenge pump, part number 101633-01 or 101633-02 or FAA-approved equivalent part number; and<br>(ii) Any Rajay scavenge pump, part number RJ1025-1 or RJ1025-2 or FAA-approved equivalent part number. |   |  |
| (2) Do not install, on an affected airplane, any Roto-Master or Rajay scavenge pump specified in paragraphs (d)(1)(i) and (d)(1)(ii) of this AD.  | As of January 17, 2003 (the effective date of this AD).   | Not applicable.  |

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Seattle Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Manager, Seattle ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already -approved alternative methods of compliance?* Contact Richard Simonson, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW, Renton, Washington 98055 -4065; telephone: (425) 227-2597; facsimile: (425) 227-1181.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Aerostar Aircraft Corporation Mandatory Service Bulletin SB600-131A, January 10, 1998. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Aerostar Aircraft Corporation, 10555 Airport Drive, Coeur d'Alene Airport, Hayden Lake, Idaho 83835-8742. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on January 17, 2003.

Issued in Kansas City, Missouri, on November 25, 2002.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 02-30495 Filed 12-3-02; 8:45 am]  
BILLING CODE 4910-13-P

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