

Aircraft - General

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GENERAL/39 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/GENERAL/39
Amdt 3

Generator System Warning
Placard - Installation

9/2000
DM

Applicability: All aircraft fitted with generators which require a separate power supply for initial excitation (i.e. most types of alternator/rectifiers or generators with separately excited regulators including systems with combined generator/battery switches). Generators that do not supply power to a general electrical system (e.g. de-icer generators) are exempt from this requirement.

Requirement:

1. In multi-engine aircraft, install a placard near the generator switches advising the pilot not to turn off the generators in flight except in an emergency.
2. Deleted.

Note 1: FAA FAR 23.1541 and AC 20.40 refer.

Note 2: Aircraft certified by the FAA require installation of a similar placard, vide AC 20.40. Retention of that placard is required separate to this Directive.

Compliance: Original compliance remains unchanged, before 1 September 1971.

This Amendment becomes effective on 2 August 2000.

Background: This change is to align Flight Manual requirements with the CAR (1988) 55 objective of having standard Flight Manuals where possible. The requirement for a unique flight manual amendment has therefore been deleted.

The original issue of this Directive became effective on 31 January 1967.

Amendment 1 became effective on 15 June 1967 including the Flight Manual amendment to assist pilots to understand the reasons for not switching off generators in flight.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Amendment 2 became effective on 2 November 1967, reasons and changes are unknown as data is unavailable.

The reason for this Directive is to ensure that the aircraft battery does not become flat in flight, resulting in a generator not being able to produce power when selected on.



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Delegate of the Civil Aviation Safety Authority

27 July 2000