AD/ELECT/72 Fluorescent Light Ballasts 4/99

Applicability: Day-Ray Products, Inc cabin sidewall fluorescent light ballasts having the following part numbers:

69-10	69-69	70-94-1
69-10-1	69-69-1	83-12
69-68	70-94	83-12-1
69-68-1		

Note: These fluorescent light ballasts are known to be fitted to, but not limited to, the following aircraft:

McDonnell Douglas Model DC-8, DC-9, DC-10, C-9 (military) and KC-10 (military) series aeroplanes; and Boeing Model 707, 727 and 737 series aeroplanes.

Requirement:

1 Perform a one time visual inspection to determine the type of fluorescent light ballasts installed in the upper and lower cabin sidewall.

2. If any ballast is found, during the Requirement 1 inspection, to have a part number listed in the Applicability Statement of this Directive, remove the light ballast and replace it with a light ballast manufactured by Bruce Industries in accordance with the applicable service bulletin listed below:

Service Bulletin Number and Date	**Affected Aeroplanes**
McDonnell Douglas Service Bulletin DC9-33-103 30 May 1996	Model DC-9-30, -40 and -50 series aeroplanes listed in the effectivity statement of the service bulletin.

Note: Replacement of light ballasts on DC-9-30, 40 and -50 series aeroplanes, in accordance with SB DC9-33-103 is considered acceptable compliance provided that no protective covers are installed on the light ballasts.

McDonnell Douglas Service Bulletin DC9-33-111 6 May 1997	Model DC-9-30, -40 and -50 series aeroplanes listed in the effectivity statement of the service bulletin.
McDonnell Douglas Service Bulletin DC10-33-073 18 June 1996	Model DC-10, -10, -15, -30 and -40 series aeroplanes listed in the effectivity statement of the service bulletin.
Heath Tecna Alert Service Bulletin Mark I-33-A2 Revision 1 24 July 1996	McDonnell Douglas Model DC-8 series aeroplanes retrofitted with Heath Tecna Mark I interior

Heath Tecna Alert Service Bulletin Mark I-33-A3 Revision 1 24 July 1996	Boeing Model 707 series aeroplanes retrofitted with Heath Tecna Mark I interior
Heath Tecna Alert Service Bulletin Mark I-33-A4 Revision 1 24 July 1996	Boeing Model 727 series aeroplanes retrofitted with Heath Tecna Mark I interior
Heath Tecna Alert Service Bulletin Mark I-33-A5 Revision 1 24 July 1996	Boeing Model 737 series aeroplanes retrofitted with Heath Tecna Mark I interior
Heath Tecna Alert Service Bulletin Spmk-33-A1 Revision 1 24 July 1996	Boeing Model 727 series aeroplanes retrofitted with Heath Tecna Spacemaker II or Spacemaker IIa interior
Heath Tecna Alert Service Bulletin Spmk-33-A2 Revision 1 24 July 1996	Boeing Model 737 series aeroplanes retrofitted with Heath Tecna Spacemaker II or Spacemaker IIa interior

3. No Day-Ray fluorescent light ballast having a part number listed in the Applicability Statement of this Directive may be installed in the upper or lower cabin sidewall of any aeroplane.

Note: FAA AD 99-04-10 Amdt 39-11034 refers.

Compliance:

1. Prior to 1 April 2000.

2. Prior to further flight after the Requirement 1 inspection.

3. As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 22 April 1999.

Background: The Federal Aviation Administration has received reports of smoke, fumes and/or electrical fire emitting from passenger compartment baggage bins. Investigation revealed that the incidents were due to the failure of the fluorescent light ballasts.

This Directive is intended to prevent fire in the passenger compartment resulting from failure of the fluorescent light ballasts in the cabin sidewalls.