AD/ELECT/56 Cabin Fluorescent Lighting System Components 3/96 Amdt 1

Applicability:

1. Fluorescent lighting system lamp connectors P/No 3185-1A manufactured by S.E.L.A. Laboratoire Abadie,

2. Fluorescent lighting system remote power units (RPU) P/No TR992, TR992A, TR992-1, TR992-3, TR992-4 and TR992-5 manufactured by S.E.L.A. Laboratoire Abadie.

Note 1. Aircraft known to be fitted with S.E.L.A. Laboratoire Abadie fluorescent lighting systems include, but are not limited to AMD-BA Falcon 10, 20, 50, 900; BAe Jetstream 3101 and 3201; CASA 235; Embraer EMB-120; and SAAB-Scania SF340A aircraft.

Note 2. Fluorescent lighting system components manufactured by SELA and those manufactured by Aerospace Lighting Corporation (ALC), are very similar in size, shape, colour and part number, however they may be identified by trademark. The SELA RPU can be identified by a starburst pattern incorporating the text `laboratoire, abadie, France'. The ALC RPU can be identified by a stylised ALC logo with 'Aerospace Lighting Corp' in smaller print beneath the logo. The SELA lamp connector is only stamped in yellow ink. The ALC lamp connector has ALC moulded into the body of the conical piece of the connector. The ALC lamp can be positively identified by the presence of a small hole in the locking channel of each blue plastic end piece.

Requirement: Action in accordance with United States Federal Aviation Administration (FAA) AD 90-07-08 Revision 1. Operators of affected aircraft who elect to comply with para a. of the FAA AD, are required to have an Australian Flight Manual amendment specifying the required action. In lieu of inserting a copy of the FAA AD in the Flight Manual, operators intending to take this course of action must prepare and submit a suitable flight manual amendment to their local Civil Aviation Safety Authority (CASA) District Office for approval.

Note 1. If any fluorescent lighting components referred to in the Applicability Statement are found to be installed in any emergency lighting system or any escape path lighting system the correct operation of which is a mandatory certification requirement for that aircraft, then the disabling of such a system in accordance with an FAA AD is NOT permitted.

Note 2. FAA AD 90-07-08 R1 may be viewed at local CASA District Airworthiness Offices or a copy may be obtained by contacting:

Airworthiness Information Unit
CASA
GPO Box 2005
CANBERRA ACT 2601
Facsimile (06) 268 5692

Note 3. The aircraft manufacturers maintenance manual, the installers maintenance manual, SELA Technical Data Sheet (TDS) Reference 90/11980 dated 9 February 1990 and Bigorre Aerospace Corporation (BAC) `How To' Number 1 Manual dated 10 May 1989 contain information which supplements the instructions contained in this AD . This information is important to proper maintenance and replacement of defective components and may be obtained as follows:

SELA Laboratoire Abadie
BP No 1 65500
Vic En Bigorre
France
Telephone (33) 62.96.71.56
Facsimile (33) 62.96.23.09.

Bigorre Aerospace Corporation
Suite 1107
6543 46th Street North
Pinellas Park FL 34665
USA
Telephone 1 813 525 8115
Facsimile 1 813 522 5820

Alternately, the documents may be viewed at the CASA Airworthiness Information Unit, Alan Woods Building, 25 Constitution Avenue, Canberra, ACT.

Compliance: The original compliance was as specified in the Requirement Document, with an effective date of 6 October 1990.

This amendment is effective from 29 February 1996.

Background: Numerous incidents of smoke and fire have been reported on aircraft using SELA and ALC fluorescent lighting system components. These incidents have been attributed to high voltage arcing or overheating of the lamp connector or remote power unit. Action in accordance with this Directive is necessary in order to prevent smoke, fire and possible electric shock or electromagnetic interference to flight critical or essential systems.

This amendment is issued following the issue of AD/ELECT/67, which addresses fluorescent lighting components manufactured by ALC. No changes other than minor editorial changes and the removal of references to ALC components in the Requirement Statement have been made in this amendment.