


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2006 – 0118R1 - E</b></p> <p><b>[Corrected]</b></p> <p><b>Date: 15 May 2006</b></p>
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Lufthansa Technik AG</p>	<p><b>Type/Model designation(s) :</b></p> <p>BOEING 747-430  BOEING 737-700  BOEING 737-800  AIRBUS A330-300  AIRBUS A330-200  BOMBARDIER CL600-2B19</p>
<p>TCDS Number : LBA Germany STC No. TA0733, TA0259, LBA.21E2.TA0609, LBA.21E2.TA0270, LBA.21E2.TA0307 and LBA.21E2.TA0636</p>	
<p>Foreign AD : None</p>	
<p>Supersedure : None</p>	
<p><b>ATA 21</b></p>	<p><b>Air Conditioning - Prevention of Zonal Drying System Regeneration Air Duct Overheat</b></p>
<p><b>Manufacturer(s):</b></p>	<p>CTT Systems AB, Nyköping, Schweden</p>
<p><b>Applicability:</b></p>	<p>All airplanes of the a.m. type/models equipped with LBA STC's TA0733, TA0259, LBA.21E2.TA0609, LBA.21E2.TA0270, LBA.21E2.TA0307 or LBA.21E2.TA0636. These STC's contains installation of CTT Systems Zonal Dryer Part Number 3000-002, 1000-001 or 2001-006</p> <p><b>Note:</b> More aircraft could be affected by the same unsafe condition as other STCs by different STC holders exist. As soon as detailed information will be available, they will be addressed separately or though a revision of this document.</p>
<p><b>Reason:</b></p>	<p>One incident has been reported where the regeneration air ducting downstream of a Zonal Dryer P/N 3000-002, installed in a B747-400 aircraft, shows signs of premature material failure. The problem is probably caused by a too high regeneration air temperature. The Zonal Dryer normal safety protection devices shall prevent the regeneration air temperature from rising above 80 deg C and it is today not known why this functionality has not worked properly.</p> <p>As the root cause for the failure is not currently known and it cannot be guaranteed at this stage that other Zonal Dryers P/N 3000-002, 1000-001 or 2001-006 are not affected the Zonal Drying System must be switched off.</p>

	This Revision 1 has been issued as more aircraft and STCs have been found to be affected by the same unsafe condition.
Effective Date:	16 May 2006
Compliance:	Switch off the zonal drying system and set system inoperative by pulling and securing affected circuit breaker according to related maintenance instruction with immediate effect.
Ref. Publications:	CTT Systems Information Letter Doc No. IL06-01 of 05 May 2006 or later approved revisions. LHT Service Information Letter No. LHT 06-001 of 12 May 2006 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Lufthansa Technik AG - Hamburg, Germany Tel.: +49-(0) 40-5070-4747, Fax.: +49 (0) 40-5070-4855 E-mail: <a href="mailto:bernd.staffel@lht.dlh.de">bernd.staffel@lht.dlh.de</a></li> </ol>

SUPERSEDED