


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0274</p> <p>Date: 05 September 2006</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>Approval Holder's Name:</p> <p>Carling Technologies, Inc.</p>	<p>Type/Model designations:</p> <p>Rocker-type Switches, Part Number (P/N) TA 201TBW</p>	
<p>TCDS Number: Not applicable</p>		
<p>Foreign AD: None.</p>		
<p>Supersedes: CAA United Kingdom Additional AD 001-09-96</p>		
<p>ATA 24</p>	<p>Electrical Power – Switches – Inspection/Replacement</p>	
<p>Manufacturer:</p>	<p>Carling Technologies, Inc.</p>	
<p>Applicability:</p>	<p>Rocker-type Switches, having Carling P/N TA 201TBW. These same switches are also identified by Piper P/N 7664-07; Grumman P/N TB201-TB-W or B206; and Cessna P/N S 1824-1 or S 2160-1.</p> <p>The affected switches are known to be installed in, but not limited to, aircraft manufactured by the Piper Aircraft Corporation, Cessna Aircraft Company and Grumman American Aviation Corporation, certificated under FAR Part 23.</p>	
<p>Reason:</p>	<p>During the 1990's, numerous incidents have occurred on light aircraft in the United Kingdom where smoke was released in the cockpit due to overheated rocker-type switches, manufactured by Carling. These switches do not appear to be of sufficient integrity or electrical rating for the heavy duty type circuits (e.g. strobe light- and pitot head circuits) in which they are installed. An investigation did not result in replacement switches being found that would remedy the problem. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft with these switches installed, this AD supersedes CAA UK Additional AD 001-09-96 and requires the repetitive inspection and, where necessary, replacement of the affected switches.</p>	

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Effective Date:	15 September 2006
Compliance:	<p>1) Not later than at the next annual inspection after the effective date of this directive, or within 12 months after the last inspection as required by CAA UK Additional AD 001-09-96, whichever occurs later, visually inspect the affected switches;</p> <p>2) Thereafter, at intervals not exceeding 12 months, repeat the inspection;</p> <p>3) If during an inspection as required by paragraph 1) and 2) of this directive any sign of overheating adjacent to the rear terminals is found, before next flight, replace the affected switch.</p> <p>Replacement with identical switches does not terminate the requirement of the repeat inspection.</p>
Ref. Publications:	None.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-169 for consultation on 05 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: Carling Technologies, Inc. 60 Johnson Ave Plainville, CT 06062-1177 - USA Telephone +1-860-793-9281; Facsimile +1-860-793-9231; E-mail custservice@carlingtech.com; Website www.carlingtech.com

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