
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CARGO/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.

Cargo Equipment

AD/CARGO/2
Amdt 1

GPI Cargo Nets

3/2003

Applicability: All 2M2N Cargo Net manufactured by GPI, subject to a specific certification under part number M1 13 01 2000 1300B released into service with JAA Form One Airworthiness Tag and marked QAC 160/TSO C90.

All 2G1N Cargo Net manufactured by GPI under part number GI 13 03 2000 1300A released into service with JAA Form One "Conformity Tag".

Note: Under part number M1 13 01 2000 1300B, GPI manufactured two net models:

a. Non-reinforced nets may be identified by:

- the first lower mesh row is made of 13mm diameter ropes;*
- all the other mesh are made of the same 13mm diameter ropes; or*
- "Weight: 10,600 kgs" is written on the GPI manufacturer label.*

b. Reinforced nets may be identified by:

- the first lower mesh row is made of 18mm diameter ropes;*
- all the other mesh are made of 13mm diameter ropes; or*
- "Weight: 13,700 kgs" is written on the GPI manufacturer label.*

Requirement: 1. a. Non-reinforced 2M2N part number M1 13 01 2000 1300B nets must not be used unless pallet stowing is completed using appropriate stowing straps.

b. Remove from service the GPI 2M2N part number M1 13 01 2000 1300B non-reinforced nets.

2. The following GPI reinforced nets may be used under the following conditions:

a. GPI 2M2N part number M1 13 01 2000 1300B reinforced nets: the pallet maximum load is limited to 5,130 kg (11,310 lb) and the nets can be used with their usual maximum load, provided the pallet stowing is completed by appropriate stowing straps.

Cargo Equipment

AD/CARGO/2 Amdt 1 (Continued)

- b. GPI 2G1N part number G1 13 03 2000 1300A reinforced nets: the pallet maximum load is limited to 10,260 kg (22,620 lb) and the nets can be used with their usual maximum load, provided the pallet stowing is completed by appropriate stowing straps.

Note: DGAC AD 2002-367(B) R1 refers.

- Compliance:
1. a. Before further use after 3 October 2002.
b. Within 30 days after 3 October 2002.
 2. For a period not to exceed 6 months after 3 October 2002, after which time retire nets from service.

The compliance times remain unchanged by this Directive issue.

This Amendment becomes effective on 20 March 2003.

Background: Tests performed in accordance with NAS 3610 Specifications indicated that nets failed at loads much lower than the specified, or placarded maximum weight. The reinforced nets failed at values equivalent to 75% of the required test load. This condition, unless corrected, could result in a hazardous cargo shift in the case of severe in-flight turbulence.

Amendment 1 is issued in response to a revision of the related DGAC AD which was prompted as a result of tests on nets 2KL and 2L3N conducted per JTSO C90c and TSO C90c being successfully performed on 26 July 2002. As the nets tested were strictly identical in their manufacture to nets 2K3N part number K1 13 01 2000 1300 A and 2L3N part number L1 13 01 2000 1300 A, formerly produced by GPI, these nets can now be used without restriction.

The original issue of this Airworthiness Directive became effective on 3 October 2002.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

6 February 2003