
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 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.

Radio Communication and Navigation Equipment**AD/RAD/90****FreeFlight Systems 2101 I/O Approach
Plus GPS Navigation System****5/2009**

Applicability: Trimble or FreeFlight Systems 2101 I/O Approach Plus global positioning system (GPS) navigation system (2101 I/O Approach Plus system), part number 81440-xx-241E, 81440-xx-241F or 81440-xx-241G (xx indicates either the numbers 02, 03, or 12), with software revision -241E, -241F or -241G, installed.

Requirement: Unless accomplished previously, upgrade the system software to revision -241J.

Note 1: Sections II and III of FreeFlight Systems Service Bulletin SB 81440-XX-00-19, dated 12 December 2006, pertains to the requirements of this Directive.

Note 2: FAA AD 2009-05-08 Amdt 39-15832 refers.

Compliance: For aircraft approved for instrument flight rule (IFR) flight - Within 180 days after the effective date of this Directive.

For aircraft approved for visual flight rule (VFR) flight - Within 270 days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 7 May 2009.

Background: The United States Federal Aviation Administration (FAA) has advised of an incident that led to the discovery of several annunciation errors with the 2101 I/O Approach Plus system. The actions specified by this Directive are intended to prevent a pilot from making an unsafe decision based on erroneous information provided by the 2101 I/O Approach Plus system, which could result in loss of control of the aircraft.



James Coyne
Delegate of the Civil Aviation Safety Authority

26 March 2009