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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (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.

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### Airparts (NZ) Ltd. FU 24 Series Aeroplanes

**AD/FU24/63**

**Main Spar Web**

**1/2005  
DM**

**Applicability:** All Model FU24 aircraft equipped with turbine engines.

**Requirement:**

1. Remove underwing access panels, wing to fuselage fairings, and leading edge intertank fairings to gain access to the main spar web.
2. Visually inspect the main spar web between outer wing attachment and as far inboard of the fuselage attach as possible via the underwing access points, for signs of damage as follows:
  - a. Buckling or creasing of the web panels.
  - b. Cracking of the web, caps, or stiffeners. Cracking may particularly occur in the bend radii of stiffeners near the upper and lower ends of the stiffeners (both integral and riveted web stiffeners).
  - c. Fastener distress. Inspect web to cap and web to stiffener rivets and fasteners for distortion, missing heads, looseness, or other signs of distress.
3. If damage is found during the inspection, repair before further flight.
4. Report findings (including nil damage) to the manufacturer for on-forwarding to the NZ CAA.

*Note: NZ CAA AD DCA/FU24/175 refers.*

**Compliance:** Within 100 hours time in service after 24 November 2004 or by 31 December 2004, whichever occurs first.

This Airworthiness Directive becomes effective on 24 November 2004.

**Airparts (NZ) Ltd. FU 24 Series Aeroplanes**

AD/FU24/63 (continued)

Background: The CAA requires accomplishment of certain inspections in order to prevent fatigue damage from compromising the structural integrity of the wing



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Delegate of the Civil Aviation Safety Authority

18 November 2004