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## PROPOSED AIRWORTHINESS DIRECTIVE

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This Proposed Airworthiness Directive (PAD) is issued by the Civil Aviation Safety Authority with a view to address the unsafe condition detailed below. The Airworthiness Directive (AD) will require 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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### Gippsland Aeronautics GA8 Series Aeroplanes

#### PAD/GA8/3 Amdt 4

#### Forward Cargo Door Slide

**Applicability:** This AD applies to all GA8 Series Aeroplanes manufactured by Gippsland Aeronautics.

**Requirement:** Accomplish the requirements of Gippsland Aeronautics mandatory service bulletin SB-GA8-2005-23 Issue 8, dated 11 Oct 2023, as in force at the date of commencement of this AD.

**Compliance:** *As specified in the requirement document.*

**Cost of Compliance:** CASA estimates this AD affects 63 aircraft of Australian registry. We estimate that operators may incur the following costs in order to comply with this AD. Labour costs are estimated at \$100 AUD per work-hour.

#### **SB-GA8-2005-23 Issue 8 Requirements:**

<b>SB PART</b>	<b>APPROXIMATE TIME REQUIRED</b>
A1	0.3 hours
A2	0.15 hours
B1	1 hour
B2	1 hour, if required.
B3	1 hour, if required.
C	0.45 hours
D1	1 hour
D2	1 hour, if required.

Approximate cost to industry for the purchase of the required Kit Number SB-GA8-2005-23-01, SB-GA8-2005-23-04, PART B Items and PART C Items for an aircraft not modified in accordance with a previous issue of SB-GA8-2005-23 is \$1,800 AUD.

**Background:** Inspections have revealed cases of excessive wear in the forward slide of the cargo door. Excessive wear in the door slide may result in the door becoming detached from the aircraft in flight, with potentially catastrophic results.

Amdt 1 of this AD clarified and extended the compliance interval to 110 hours to allow operators to align the inspections with their periodical maintenance schedule.

## Gippsland Aeronautics GA8 Series Aeroplanes

PAD/GA8/3 Amdt 4 (continued)

Amdt 2 of this AD was issued following an in-flight door separation, to update the service bulletin to remove any ambiguities that could have existed in the previous revision to the referenced service bulletin. It also provided an improved inspection method and a minor design change to the cargo door slide (inclusion of slide backing plate, castellated nut and spilt pin).

Amdt 3 of this AD was issued to incorporate the requirements of the updated SB-GA8-2005-23 Issue 7. These included revised inspections of the door mechanism, the installation of a physical stop to the forward cargo door slide and rework the door slider to suit the track stop. Depending on aircraft configuration, the inspections may result in the rework of the door mechanism pivot, the upgrade of the door operating rod or fitting a door handle with an integral stop.

Amdt 4 of this AD was drafted to improve clarity and align the compliance schedule with FAA AD requirements. Compliance Table 2 of SB-GA8-2005-23 has been updated and the amendments to this AD reflect these changes.

Remarks:

This Proposed AD will be closed for consultation on 21 March 2024. Enquiries/Feedback regarding this PAD should be referred to the AD Cell, email [airworthiness.directives@casa.gov.au](mailto:airworthiness.directives@casa.gov.au)