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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 revokes Airworthiness Directive (AD) AD/GAF-N22/2 Amdt 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.

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### GAF N22 and N24 Series Aeroplanes

### AD/GAF-N22/2 Retirement Lives - Fatigue Critical Components 3/2003 Amdt 3

Applicability: All models N22 and N24 Series.

Requirement: The following components shall be retired from service at or before the times specified below:

|                                 |              |
|---------------------------------|--------------|
| Wing Strut Lower End Fittings   | 14,000 hours |
| Wing Strut Upper End Fittings   | 14,400 hours |
| Stub Wing Strut Pick Up Fitting | 18,400 hours |
| Stub Wing Front Spar Assembly   | 25,000 hours |

Compliance: Forthwith.

*Note: The above lives are subject to revision on receipt of further data from the manufacturer covering strain measurements and full scale fatigue testing.*

This Amendment becomes effective on 20 March 2003.

Background: Preliminary results from the wing full-scale fatigue test being carried out by the manufacturer have shown a need to include the stub wing front spar assembly in the life limitation schedule. Additional test data has shown that the life restriction placed on the flap inboard control tube assembly can be removed from the life schedule.

Amendment 3 increases the wing strut upper end fitting mandatory life from 14000 hours to 14400 hours.

Amendment 2 of this Airworthiness Directive became effective on 31 March 1982.

**GAF N22 and N24 Series Aeroplanes**

AD/GAF-N22/2 Amdt 3 (Continued)

Amendment 1 of this Airworthiness Directive became effective on 31 March 1981.

The original issue of this Airworthiness Directive became effective on 29 August 1975.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

28 January 2003