
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GAF-N22/44 Amdt 1 and issues the following 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.

GAF N22 and N24 Series Aeroplanes**AD/GAF-N22/44
Amdt 2****Rudder Control Lever Shafts****11/2004**

Applicability: All models N22 and N24 aircraft with line sequence numbers listed in the requirements document that are fitted with rudder control lever shafts P/N's 1/N-45-1102, 2/N-45-1102, 1/N-45-1103 & 1/N-45-1104.

Requirement:

1. Inspect in accordance with Nomad Alert Service Bulletin ANMD-27-51 Rev 2 dated 29 April 2004.
2. Repetitive Inspections are to be made in accordance with Temporary Revisions 25 and 26 of the Inspection Requirements Manual.

Compliance:

1. If not already accomplished, inspect within 10 hours time in service after 26 December 2002.
2. Re-inspect at intervals not to exceed 300 hours time in service after the initial inspection, or before next flight after any event that may cause abnormal rudder pedal loads.

This Amendment becomes effective on 28 October 2004.

Background: The manufacturer has advised that another failure of the rudder control lever shaft has occurred since the introduction of Alert Service Bulletin ANMD-27-23. All the failures have occurred during ground operations and nosewheel steering/rudder loads are now considered to be the primary cause.

Amendment 1 changed the requirement document to a new version. The new requirement document (ANMD-27-51) included a new part no. that replaced an earlier part, and changed the minimum thickness allowed.

GAF N22 and N24 Series Aeroplanes

AD/GAF-N22/44 Amdt 2 (continued)

Amendment 2 again changes the requirements document to the latest version. The latest requirement documents now has the Part B repetitive inspection requirements deleted and reference made to the Inspection Requirements Manual. This amendment also increases the interval between repetitive inspections to 300 hrs time in service. The Requirement 1 compliance time is not effected by this amendment.



David Villiers
Delegate of the Civil Aviation Safety Authority

17 September 2004