

GAF N22 and N24 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GAF-N22/65 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.

**AD/GAF-N22/65
Amdt 3**

Rear Fuselage Frame

6/2000

Applicability: All model N22 and N24 aircraft which have NOT been modified in accordance with ASTA Modification N806.

Requirement:

1. Inspect the forward face of the rear fuselage frame for cracks in accordance with ASTA Nomad Alert Service Bulletin ANMD-53-15 Revision 3, Section 2.A, (Part 1 - Inspection).
2. Modify the aircraft by installing ASTA Modification N806 in accordance with ASTA Nomad Alert Service Bulletin ANMD-53-15 Revision 3, Section 2.C, (Part 3 - Mod N806 Incorporation).

Note: ANMD-53-15 Revision 3 describes the same inspection as that required by previous amendments to this AD.

Compliance: For Requirement Para 1: As detailed in the Requirement Document Para 1.D.(2).
For Requirement Para 2: As detailed in the Requirement Document Para 1.D.(4). Aircraft which have already exceeded the applicable compliance time must be modified within 12 months time in service after 15 June 2000.

This Amendment becomes effective on 15 June 2000.

Background: The initial issue of this directive was issued following receipt of a number of reports of aircraft with cracks around the rivet heads on the rear bulkhead frame. Frame failure may lead to loss of structural integrity and possible subsequent loss of aircraft control. This amendment adopts the inspection procedures and compliance times specified by the manufacturer, and requires installation of the preventive modification which is terminating action for the inspections.

Amendment 2 of this Airworthiness Directive became effective on 30 September 1993.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Amendment 1 of this Airworthiness Directive became effective on 25 May 1993.

The original issue of this Airworthiness Directive became effective on 25 May 1993.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

5 May 2000