

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-N22/74 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-N22/74
Amdt 1**

**Left Wing Aft Wing Break
Electrical Connector**

11/2001

Applicability: Nomad N22 and N24 series aeroplanes, line sequence numbers as listed in Aerospace Technologies of Australia (ASTA) Nomad Service Bulletin (SB) ANMD-57-13 Revision 1 dated 14 August 2001.

Requirement:

1. Inspect the left wing aft wing break electrical connector in accordance with ASTA Nomad SB ANMD-57-13 Revision 1.
2. If any contamination is found during the Requirement 1 inspection clean the connector in accordance with ASTA Nomad SB ANMD-57-13 Revision 1.
3. If any arcing damage, deposits between contacts or looseness of contacts is found during the Requirement 1 inspection incorporate either Modification N875 (N22 aeroplanes) or Modification N876 (N24 aeroplanes) in accordance with ASTA Nomad SB ANMD-57-13 Revision 1.

Incorporation of Modification N875 or N876 is considered terminating action for the Requirement 1 repetitive inspections.

Compliance: For Requirement 1 - Within 300 hours time in service (TIS) from the last inspection accomplished in accordance with the original issue of AD/GAF-N22/74 and thereafter at intervals not to exceed 300 hours TIS until Modification N875 or N876 is incorporated.

For Requirement 2 - Before further flight following the Requirement 1 inspection.

For Requirement 3 - Before further flight following the Requirement 1 inspection.

This Amendment becomes effective on 1 November 2001.

Background: The original issue of this directive advised that ASTA had received reports of uncommanded flap extensions and incorrect stall warning indications. ASTA determined that contamination in the left aft wing electrical connector might have caused these occurrences. The actions specified in the Directive were designed to reduce the likelihood of the occurrences.

This amendment introduces optional modifications (modification kits are available free of charge from ASTA) that eliminate the requirement for repetitive inspections. The amendment also introduces some minor formatting changes that clarify the requirement to rectify, before further flight, any discrepancies detected during the repetitive inspections.

The original issue of this Directive became effective on 24 January 1996.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

18 September 2001