

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 N22/75 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-N22/75 Horizontal Stabiliser Access Panel Intercostal 10/2001
Amdt 1 Angles and Upper and Lower Skins

Applicability: Model N22 and N24 aircraft with line sequence numbers listed in the Requirement document.

Requirement: Inspect in accordance with ASTA Nomad Service Bulletin NMD-55-34 Revision 1.

Compliance: At the next 100 hour inspection after 18 July 1996 or before 12 September 1996, whichever occurs first. Thereafter at intervals not to exceed 100 hours time in service or 12 calendar months, whichever occurs first.

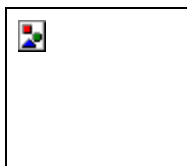
The compliance times of the original issue of this Directive remain unchanged by this issue.

This amendment becomes effective on 4 October 2001.

Background: Reports were received by the manufacturer of cracking of the horizontal stabiliser upper and lower skin, at the ends of the horizontal stabiliser access hole intercostal angles and in the horizontal stabiliser trailing edge channel.

Amendment 1 introduces a revision of the Requirement document, which was issued to provide for replacing rivets with screws in the access panels and to clarify figures.

The original issue of this Airworthiness Directive became effective on 18 July 1996.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

22 August 2001