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**AIRWORTHINESS DIRECTIVE**

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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/GA8/3 Amdt 2 and issues the following AD under subregulation 39.001(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.

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**Gippsland Aeronautics GA8 Series Aeroplanes****AD/GA8/3  
Amdt 3****Forward Cargo Door Slide****17/2023**

Applicability: Gippsland Aeronautics GA8 Series Aeroplanes - all serial numbers.

Requirement: Accomplish the requirements of Gippsland Aeronautics mandatory service bulletin SB-GA8-2005-23 Issue 7, dated 30 May 2023, as in force at the date of commencement of this AD.

Compliance: As specified in the requirement document.

This instrument becomes effective on 15 September 2023.

Background: Inspections have revealed cases of excessive wear in the forward slide of the cargo door. Excessive wear in the door slide may result in the door becoming detached from the aircraft in flight, with potentially catastrophic results.

Amdt 1 of this AD clarified and extended the compliance interval to 110 hours to allow operators to align the inspections with their periodical maintenance schedule.

Amdt 2 of this AD was issued following an in-flight door separation, to update the service bulletin to remove any ambiguities that could have existed in the previous revision to the referenced service bulletin. It also provided an improved inspection method and a minor design change to the cargo door slide (inclusion of slide backing plate, castellated nut and spilt pin).

Amdt 3 of this AD is issued to incorporate the requirements of the updated SB-GA8-2005-23 Issue 7. These include revised inspections of the door mechanism, the installation of a physical stop to the forward cargo door slide and rework the door slider to suit the track stop. Depending on aircraft configuration, the inspections may result in the rework of the door mechanism pivot, the upgrade of the door operating rod or fitting a door handle with an integral stop.



David Punshon  
Delegate of the Civil Aviation Safety Authority

18 August 2023