

2010-11-06 AeroSpace Technologies of Australia Pty Ltd: Amendment 39-16311; Docket No. FAA-2010-0235; Directorate Identifier 2010-CE- 010-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 6, 2010.

Affected ADs

(b) This AD supersedes AD 97-11-12, Amendment 39-10041.

Applicability

(c) This AD applies to Models N22B, N22S, and N24A airplanes, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 57: Wings.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

The results of full scale fatigue tests being conducted by the manufacturer have shown the need for inspection of critical fastener holes in the stub wing upper front spar cap, near the wing strut attachment.

Amendment 1 adopts the manufacturer's latest service bulletin. Its new inspection method avoids having to remove the Huck bolts and the potential to damage the holes.

Actions and Compliance

(f) Unless already done, do the following actions in accordance with Nomad Service Bulletin NMD-53-22, dated June 4, 2007:

(1) Within the next 100 hours time-in-service (TIS) after July 6, 2010 (the effective date of this AD), or within the next 90 days after July 6, 2010 (the effective date of this AD), whichever occurs first, install an inspection hole in the left-hand and right-hand stub wing bottom skin.

(2) Before further flight after installing the inspection hole required in paragraph (f)(1) of this AD, initially inspect the stub wing front spar cap for cracks. Repetitively thereafter inspect at intervals not to exceed every 600 hours TIS.

(3) If any crack is found during any inspection required in paragraph (f)(2) of this AD, before further flight contact Customer Support Manager, Gippsland Aeronautics Pty Ltd., P.O. Box 881, MORWELL, Victoria, 3040, Australia; phone: +61 3 5172 1200; fax: +61 3 5172 1201; e-mail: support@gippsaero.com, for an FAA-approved repair scheme/modification and incorporate the repair scheme/ modification. Due to FAA policy, the repair scheme/modification for crack damage must include an immediate repair of the crack. The repair scheme cannot be by repetitive inspection only. The repair scheme/modification may incorporate repetitive inspections in addition to the repetitive inspections required in paragraph (f)(2) of this AD. Continued operational flight with un-repaired crack damage is not permitted.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI states to follow the service bulletin. The service bulletin does not specifically call out a corrective action if cracks are found. The FAA is including specific instruction of corrective action in the AD.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et.seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Civil Aviation Safety Authority (CASA) AD GAF- N22-52, Amendment 1, dated January 2010; and Nomad Service Bulletin NMD-53-22, dated June 4, 2007, for related information.

Material Incorporated by Reference

(i) You must use Nomad Service Bulletin NMD-53-22, dated June 4, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Gippsland Aeronautics Pty Ltd., Latrobe Regional Airport, P.O. Box 881, Morwell Victoria, 3840, Australia; phone: +61 3 5172 1200; fax: +61 3 5172 1201; Internet: www.gippsaero.com.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.