

Airworthiness Directive Schedule

Aeroplanes

Nomad N22 and N24 Series

21 April 2011

- Notes**
1. This AD schedule is applicable to Nomad N22, N22B and N24A aircraft manufactured by Nomad TC Pty Ltd. (formally Government Aircraft Factory) under CASA Certificate of Type Approval Number 179-1.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *
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- DCA/N22/1B Horizontal Stabiliser and Trim Tab - Inspection and Modification**
- Applicability:** All model N22, N22B, and N24 series
- Requirement:** 1. Modify horizontal stabiliser and associated trim tabs per GAF Mod N439, including drawing number N30-219/220 issue 2. GAF SB NMD-55-12 Rev 1 refers.
2. Inspect per GAF SB NMD-55-5 Rev 4.
(Australian AD/GAF N22/28 Amdt 4 refers)
- Compliance:** 1. By 1 January 1981.
2. Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/N22/1A - 22 May 1987
DCA/N22/1B - 1 October 1993
- DCA/N22/2 Horizontal Stabiliser - Modification**
- Applicability:** All model N22, N22B and N24 series with S/N listed in SB NMD-55-7 not incorporating Mod. N285
- Requirement:** Modify per GAF SB NMD-55-7 Parts A and B.
(Australian AD/GAF N22/29 refers)
- Compliance:** Part A - within the next 100 hours TIS
Part B - within the next 500 hours TIS
- Effective Date:** 21 December 1979
- DCA/N22/3 Control Wheel Installation - Inspection and Modification**
- Applicability:** All model N22, N22B and N24 series incorporating Mod. N301
- Requirement:** Inspect and modify per GAF ASB ANMD-27-14 Parts A and B respectively.
(Australian AD/GAF N22/31 refers)
- Compliance:** Inspection - before further flight unless already accomplished
Modification - before further flight if control obstruction found, otherwise within next 100 hours TIS
- Effective Date:** 4 December 1979
- DCA/N22/4 Horizontal Trim Tab - Inspection**
- Applicability:** All model N22, N22B and N24 series which have had trim tab hinge P/N MS20001-4 fitted in service
- Requirement:** Inspect and rework as necessary per GAF ASB ANMD-27-16.
(Australian AD/GAF N22/32 refers)
- Compliance:** Within the next 20 hours TIS unless already accomplished
- Effective Date:** 21 March 1980

DCA/N22/5 Rudder Structure - Inspection and Modification

Applicability: All model N22, N22B and N24 series listed in ASB ANMD-55-11 Rev 1 not incorporating Mod. N437

Requirement: Inspect and modify per GAF ASB ANMD-55-11 Rev 1. Parts 1, 2 and 3.
(Australian AD/GAF N22/33 refers)

Compliance: Part 1 - within the next 30 hours TIS, unless already accomplished and thereafter at intervals not exceeding 100 hours TIS until part 3 accomplished.

Part 2 - within the next 100 hours TIS

Part 3 - By 1 July 1980

Effective Date: 21 March 1980

DCA/N22/6 Rudder Control System - Inspection

Applicability: All model N22, N22B and N24 series not incorporating Mod. N448

Requirement: Inspect rudder control torque shaft universal joint per GAF ASB ANMD-27-17 Rev 1.
(Australian AD/GAF N22/37 refers)

Compliance: At 700 hours TTIS and thereafter at intervals not exceeding 100 hours TIS. Aircraft with 600 hours or more TTIS shall be initially inspected within next 100 hours TIS or two calendar months, whichever is the sooner

Effective Date: 9 May 1980

DCA/N22/7 Cancelled - DCA/N22/1B now refers**DCA/N22/8 Horizontal Stabiliser Installation - Inspection**

Applicability: All model N22, N22B and N24 series

Requirement:

1. Remove horizontal stabiliser.
2. Inspect each pivot bracket P/N 1/N-30-127 for indications of looseness.
3. Check pivot bracket to spar attachment bolts for correct torque (38-40 inch pounds, 4.2-4.4 NM).

If insufficiently torqued bolt or any indication of looseness found, modify per GAF ASB ANMD-55-13 Rev 1.

(Australian AD/GAF N22/39A refers)

Compliance: Within the next 120 hours TIS

Effective Date: 15 August 1980

- DCA/N22/9 Fuel Tank Selector Installation - Inspection**
- Applicability:** All model N22, N22B and N24 series with U2000L series fuel selector cables
- Requirement:** Inspect fuel tank selector and fuel shut off cables per GAF ASB ANMD-28-11 Rev 1. Installations found defective are to be rectified as specified before further flight.
(Australian AD/GAF N22/40 refers)
- Compliance:** Within the next 25 hours TIS
- Effective Date:** 24 July 1980
-
- DCA/N22/10 Horizontal Stabiliser Trim Tab System - Modification**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N398
- Requirement:** Modify per GAF SB NMD-55-8 Rev 3.
(Australian AD/GAF N22/35 refers)
- Compliance:** By 31 August 1981
- Effective Date:** 12 June 1981
-
- DCA/N22/11 Horizontal Stabiliser Gust Lock - Installation**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N386
- Requirement:** Modify per GAF SB NMD-55-9 Rev 2.
(Australian AD/GAF N22/34 refers)
- Compliance:** By 31 August 1981
- Effective Date:** 12 June 1981
-
- DCA/N22/12 Horizontal Stabiliser - Modification**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N407B
- Requirement:** Modify per GAF SB NMD-55-10 Rev 1.
(Australian AD/GAF N22/36 refers)
- Compliance:** By 31 August 1981
- Effective Date:** 12 June 1981
-
- DCA/N22/13 Emergency Exit Door Lock Mechanism - Inspection**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N495
- Requirement:** Inspect per GAF ASB ANMD-52-2 and rework as necessary.
(Australian AD/GAF N22/41 refers)
- Compliance:** Within the next 10 hours TIS unless already accomplished
- Effective Date:** 12 June 1981

DCA/N22/14B Fatigue Critical Components - Retirement**Applicability:** All model N22, N22B, N24 and N24A**Requirement:** Retire critical component at or before the specified TTIS:

Wing Strut Lower End fittings	14 000 hours
Wing Strut Upper End Fittings	14 400 hours
Stub Wing Strut Pick Up fitting	18 400 hours
Stub wing Front Spar Assembly	25 000 hours

(CASA AD/GAF-N22/2 Amdt 3 refers)

Compliance: Effective on receipt**Effective Date:** DCA/N22/14A - 14 May 1982
DCA/N22/14B - 24 April 2003**DCA/N22/15 Emergency Exit - External Label****Applicability:** All model N22, N22B and N24 series with S/N listed in SB NMD-11-3**Requirement:** Install label per GAF SB NMD-11-3.
(Australian AD/GAF N22/42 refers)**Compliance:** Within the next 100 hours TIS unless already accomplished**Effective Date:** 24 July 1981**DCA/N22/16A Autopilot, Aileron Servo Unit, Cable Assembly - Inspection****Applicability:** All model N22, N22B and N24 series with two axis auto pilot installation (option G48, G48-24, G48-22S) not incorporating Mod. N554 or SB NMD-27-22**Requirement:** Inspect per GAF ASB NMD-27-20.
(Australian AD/GAF N22/43 Amdt 1 refers)**Compliance:** Within the next 10 hours TIS and thereafter at intervals not exceeding 120 hours TIS**Effective Date:** DCA/N22/16 - 11 September 1981
DCA/N22/16A - 2 March 1990**DCA/N22/17B Rudder Control Lever Shafts - Inspection****Applicability:** All model N22, N22B and N24 aircraft with line sequence numbers listed in Nomad ASB ANMD-27-51 Rev 2, fitted with rudder control lever shafts P/N 1/N-45-1102, 2/N-45-1102, 1N-45-1103 and 1/N-45-1104.**Requirement:** Inspect per Nomad ASB ANMD-27-51 Rev 2. Renew cracked parts before further flight. Repetitive inspection are to be accomplished in accordance with Temporary Revisions 25 and 26 of the Inspection Requirements Manual.
(Australian AD/GAF N22/44 Amdt 2 refers)**Compliance:** Within the next 10 hours TIS unless already accomplished and thereafter at intervals not exceeding 300 hours TIS, or before further flight following any event that may cause abnormal rudder pedal loads.**Effective Date:** DCA/N22/17A - 27 March 2003
DCA/N22/17B - 25 November 2004

- DCA/N22/18** **CG Limitation/Horizontal Stabiliser - Placard/Modification**
- Applicability:** All model N22 and N22B not incorporating Mods N211 and N63
- Requirement:** 1. Placard - in clear view of pilot install placard which, in letters not less than ¼ inch high, reads:
"UNTIL INCORPORATION OF Mod. 211 (SB NMD-27-9) AND Mod. N63 (SB NMD-27-15) AFT CG LIMIT IS 35 PER CENT MAC".
2. Modification - modify per GAF SB NMD-27-9 and 27-15.
(Australian AD/GAF N22/45 refers)
- Compliance:** 1. Placard - before next flight.
2. Modification - by 30 June 1982.
- Effective Date:** 30 April 1982
- DCA/N22/19A** **Control Wheel Assembly - Inspection and Modification**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N579
- Requirement:** Inspect and modify per GAF ASB ANMD-27-27 Rev. 1. Parts A and B respectively.
Renew cracked parts before further flight.
(Australian AD/GAF N22/46 Amdt 1 refers)
- Compliance:** Inspection - at intervals not exceeding 100 hours TIS until modified
Modification - by 31 May 1983.
- Effective Date:** DCA/N22/19 - 24 June 1982
DCA/N22/19A - 8 April 1983
- DCA/N22/20** **Engine Air Intake - Modification**
- Applicability:** All model N22, N22B and N24 series not incorporating Mod. N374
- Requirement:** Modify per GAF SB NMD-71-6 Rev 3.
(Australian AD/GAF N22/47 refers)
- Compliance:** By 30 June 1983
- Effective Date:** 5 November 1982
- DCA/N22/21** **Flap and Aileron Rod Ends - Inspection**
- Applicability:** All model N22, N22B and N24 series with S/N listed in GAF SB NMD-27-24
- Requirement:** Inspect and seal rod ends per GAF SB NMD-27-24.
(Australian AD/GAF N22/48 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 21 October 1983

DCA/N22/22 Emergency Exits - Modification

Applicability: All model N22 series and N24 series not incorporating Mod. N627

Requirement: Modify per GAF ASB ANMD-52-6.
(Australian AD/GAF N22/49 refers)

Compliance: Within the next 100 hours TIS or by 14 November 1984

Effective Date: 14 September 1984

DCA/N22/23 Fin Attachment - Modification

Applicability: All model N22 series and N24 series not incorporating Mods N600A or N600B and N602

Requirement: Modify per GAF SBs NMD-53-5 Rev 1 and NMD-55-21 Rev 1.
(Australian AD/GAF N22/50 Amdt 2 refers)

Compliance: Within the next 300 hours TIS or by 30 April 1985, whichever is the sooner

Effective Date: 8 February 1985

DCA/N22/24 Rudder Pedals - Modification

Applicability: All model N22 and N24 not incorporating Mod. N642

Requirement: Modify per GAF NMD-27-34.
(Australian AD/GAF N22/51 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 13 December 1985

DCA/N22/25 Rudder Control System - Modification

Applicability: All model N22 and N24 series not incorporating Mods N137 and N630

Requirement: Modify per GAF SBs NMD-27-7 Rev. 2. and NMD-27-33.
(Australian AD/GAF N22/12A refers)

Compliance: Within the next 300 hours TIS or 30 November 1986, whichever is the sooner

Effective Date: 29 August 1986

*** DCA/N22/26B Stub Wing Upper Front Spar Cap – Modification and Inspection**

Applicability: All N22 and N24 series aircraft.

Note: This AD revised to clarify the compliance. Nomad SB NMD-53-22 dated 4 June 2007 introduces an inspection hole modification in the stub wing bottom skin aft of the spar cap. Subsequent visual inspections do not require the removal of the Huck bolts and are accomplished via the inspection holes at reduced intervals of 600 hour TIS.

Requirement: The results of full scale fatigue tests conducted by the manufacturer have shown the need to inspect the critical fastener holes in the stub wing upper front spar cap near the wing strut attachment.

Accomplish the modification and inspections in Nomad Service Bulletin NMD-53-22 dated 4 June 2007.

(CASA AD/GAF-N22/52 Amdt 1 refers)

Compliance: At the next scheduled inspection for DCA/N22/26 (GAF SB NMD-53-6), and thereafter at intervals not to exceed 600 hours TIS.

Effective Date: DCA/N22/26 - 22 May 1987
DCA/N22/26A - 28 January 2010
DCA/N22/26B - 21 April 2011

DCA/N22/27 Control Systems Taper Pins - Inspection and Modification

Applicability: All model N22 and N24 series

Requirement: 1. Inspect and modify LH and RH control column universal joints fitted with taper pins not incorporating Mod. N428 per ATA Nomad Alert SB ANMD-27-39 Parts A and B respectively.

2. Inspect taper pins fitted to all other control systems for looseness or evidence of looseness.

Pin installations found loose, or with evidence of looseness, must be modified before further flight.

(Australian AD/GAF N22/53 refers)

Compliance: 1. Inspection - Within next 10 hours TIS, and thereafter at intervals not exceeding 100 hours TIS until modified.

Modification - Within the next 300 hours TIS or by 30 November 1988 whichever is the sooner.

2. Within next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 27 August 1988

DCA/N22/28 Generator Cable Terminal Lug - Inspection/Placard and Modification

Applicability: All model N22 and N24 series not incorporating mod. N724

Requirement: Inspect and modify per ASTA Nomad Alert SB ANMD-24-5 Revision 1, Parts 1 and 2.

(Australian AD/GAF N22/54 refers)

Compliance: 1. Aircraft whose total electrical load exceeds 150 amps:

Part 1 - before each flight until Mod. N724 is embodied.

Part 2 - before next flight.

2. Aircraft whose total electrical load does not exceed 150 amps:

Part 1 - within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Part 2 - within the next 100 hours TIS.

Embodiment of Part 3 (mod N724) constitutes terminating action).

Effective Date: 24 November 1989

DCA/N22/29 Rudder Pedal Guard Brush Seals - Relocation

Applicability: All model N22 and N24 series not incorporating Mod. N728

Requirement: Relocate rudder pedal guard brush seals per ASTA Nomad Alert Service Bulletin ANMD-53-9.

(Australian AD/GAF N22/55 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 2 March 1990

DCA/N22/30C Horizontal Stabiliser - Inspection, Modification and Retirement

Applicability: All model N22 and N24 series

Requirement: To prevent undetected cracks from progressing to complete tailplane failure, accomplish the following:

1. Inspect per Part 1 of ASTA Nomad SB ANMD-55-26, Revision 8. Rectify defective installations before further flight.
2. Modify per Parts 2, 3, and 4 of ASTA Nomad SB ANMD-55-26, Revision 8.
3. Retire the complete horizontal stabiliser structure from service, including trim tab assemblies.

(Australian AD/GAF N22/58 Amdt 5 refers)

Compliance: 1. Inspect, until modified per Part 2 of this AD, at intervals not exceeding:

(a) 100 hours TIS

(b) 1.5 hours of accumulated single engine or two engine ground running at power levels greater than 50 psi of torque since previous inspection

2. Modify by 31 July 1992.

3. For tailplanes with the original main spars, or that were re-sparred at less than 5000 hours tailplane TIS, retire the horizontal stabiliser from service before exceeding 15,000 hours spar TIS. For tailplanes re-sparred after 5000 hours tailplane TIS, retire the horizontal stabiliser from service before exceeding 20,000 hours tailplane TIS.

Note: "Re-sparred" means a complete main spar "tip-to-tip" and centre section box replacement.

Effective Date: DCA/N22/30B - 30 April 1992
DCA/N22/30C - 5 July 1996

DCA/N22/31B Rudder Pedal Pivot Arms - Inspection and Modification

Applicability: All N22 and N24 series

Requirement: To prevent possible loss of rudder control, accomplish the following:-

1. For pre Mod N794 Rudder Pedal Pivot Arms:-

(a). Inspect rudder pedal pivot arm assemblies per ASTA Nomad SB ANMD-27-42 Revision 3, Accomplishment Instructions A. Part 1. (1). Renew defective assemblies before further flight.

(b). Treat the inside of the rudder pedal pivot arms for corrosion per SB ANMD-27-42 Revision 3, Accomplishment Instructions B. Part 2. (6), (12), and (13).

It is recommended that Mod N794 be incorporated in its entirety at this time. If Mod N794 is incorporated at a later time, it will be necessary to repeat the corrosion protection treatment after welding. Pedal pivot arms exhibiting severe corrosion, in the form of loose rust flakes or severe pitting, are to be scrapped.

2. For post Mod N794 Rudder Pedal Pivot Arms:-

(a) Visually inspect the rudder pedal pivot arms using 10X magnification per SB ANMD-27-42 Revision 3, Accomplishment Instructions A. Part 1. (2).

(Australian AD/GAF N22/56 Amdt 1 refers)

Compliance: 1. (a) Inspect at 1000 hours (component) TTIS or by 31 January 1996 whichever is the later, and thereafter at intervals not to exceed 300 hours TIS.

(b) Unless previously accomplished, at the next inspection per Part 1. (a) of this airworthiness directive.

2. At 1800 hours (component) TTIS or by 31 January 1996 whichever is the later, and thereafter at intervals not to exceed 1800 hours TIS.

Effective Date: DCA/N22/31A - 18 March 1994
DCA/N22/31B - 22 December 1995

DCA/N22/32A Stub Fin - Inspection

Applicability: All model N22 and N24 series

Requirement: Inspect stub fin front spar and supporting structure per ASTA Nomad Alert SB ANMD-53-12, Rev. 2 Part 1.

Repair defective installations as prescribed before further flight.

(Australian AD/GAF N22/62 Amdt 1 refers)

Compliance: Within next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS. For aircraft that have incorporated Mod. N663, within next 100 hours TIS.

Effective Date: DCA/N22/32 - 10 August 1990
DCA/N22/32A - 26 October 1990

DCA/N22/33A Stub Fin - Plate Replacement

Applicability: All Model N22 Series and N24 Series fitted with an aluminium alloy stub fin plate, P/N 1D/N-12-57.

Requirement: To prevent failure of the stub fin plate, remove the plate and replace with a new steel plate, P/N 1E/N-12-57 per ASTA SB ANMD-53-13 Rev 2.

(Australian AD/GAF N22/63 Amdt 1 refers)

Compliance: Replace the existing aluminium alloy plate before it has reached 500 hours TTIS or within next 100 hours TIS, whichever is the later.

Effective Date: DCA/N22/33 - 22 February 1991
DCA/N22/33A - 10 June 1994

DCA/N22/34 Engine Ground Running - Placard and Procedure

Applicability: All model N22 and N24 series

Requirement: 1. Install in a suitable position in full view of the pilot a placard stating:
"ENGINE GROUND RUNNING IS TO BE CONDUCTED WITH FLAPS SET AT 0 DEGREES".

2. During engine ground running the control column should be held firmly against the forward horizontal stabiliser control stops. The horizontal stabiliser gust lock should not be fitted during ground runs.

(Australian AD/GAF N22/59 Amdt 1 refers)

Compliance: Within the next 25 hours TIS

Effective Date: 2 October 1991

DCA/N22/35 Ailerons - Inspection and Modification

Applicability: Model N22 and N24 series, fitted with ailerons listed in ASTA Alert SB ANMD-57-9 Rev 1. Aircraft LS62, 119, and 159 to 165 are excepted.

Requirement: To prevent possible aileron damage and flutter accomplish the following:

1. Inspect ailerons per ASTA Alert SB ANMD-57-9 Rev 1. Repair or replace damaged ailerons as prescribed, before further flight.

2. Incorporate modification N634 per SB ANMD-57-9 Rev 1.

(Australian AD/GAF N22/64 refers)

Compliance: 1. Within next 100 hours TIS.
2. By 31 March 1994.

Effective Date: 19 March 1993

DCA/N22/36B Rear Fuselage Frame – Inspection and Modification

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

Requirement: To prevent rear fuselage frame failure and possible loss of aircraft control, accomplish the following:-

1. Inspect the forward face of the rear fuselage frame for cracks per ASTA Nomad ASB ANMD-53-15 Revision 3, Section 2.A, (Part 1 - Inspection). If cracks are found, repair before further flight.

2. Modify the aircraft by installing ASTA Modification N806 per ASB ANMD-53-15 Revision 3, Section 2.C, (Part 3 - Mod N806 Incorporation).

(Australian AD/GAF N22/65 Amdt 3 refers)

Compliance: 1. As detailed in ASB ANMD-53-15 Revision 3, Para 1.D.(2).
2. As detailed in ASB ANMD-53-15 Revision 3, Para 1.D.(4). Aircraft which have already exceeded the applicable compliance time must be modified by 29 June 2001.

Effective Date: DCA/N22/36A - 26 November 1993
DCA/N22/36B - 29 June 2000

DCA/N22/37B Stub Fin Ribs - Inspection

Applicability: All Model N22 and N24 series

Requirement: To detect fatigue cracks in the stub fin ribs inspect per ASTA Alert SB ANMD-53-16 Rev 2. If cracks are found repair per the Manufacturer's instructions.
(Australian AD/GAF N22/66 Amdt 2 refers)

Compliance: Within next 100 hours TIS or by 10 February 1999, whichever is the sooner, and thereafter at intervals not to exceed 300 hours TIS or 12 months whichever is the sooner.

Effective Date: DCA/N22/37A - 22 December 1995
DCA/N22/37B - 23 October 1998

DCA/N22/38 Flap Components - Retirement Lives

Applicability: All Model N22 and N24 series

Requirement: Replace flap control rods P/N 1/N-45-1139/1140 and flap control bellcranks P/N 1/N-45-1017/1018 and -1019/1020 per ASTA Alert SB ANMD-27-44.
(Australian AD/GAF N22/67 refers)

Compliance:

- (a) For flap control rods which have less than 11800 landings replace with new control rods before exceeding 12000 landings; and
(b) For flap control rods which have 11800 or more landings, replace with new control rods within 10 landings, or before exceeding 12000 landings, whichever occurs later. Replacement of these flap control rods may be deferred for up to 200 landings by satisfactory completion of an inspection in accordance with paragraph 2.B of ASTA Alert SB ANMD-27-44.
- (a) For flap control bellcranks which have less than 9800 landings replace with new bellcranks before exceeding 10000 landings; and
(b) For flap control bellcranks which have 9800 or more landings replace with new bellcranks before exceeding 10000 landings, or within 10 landings whichever occurs later. Replacement of these flap control bellcranks may be deferred for up to 200 landings by satisfactory completion of an inspection in accordance with paragraph 2.B of ASTA Alert SB ANMD-27-44.

Effective Date: 13 May 1994

DCA/N22/39A Cancelled – DCA/N22/48B refers

Effective Date: 29 October 2009

DCA/N22/40 Horizontal Stabiliser Spar and Upper Skin - Inspection

Applicability II Model N22 and N24 series aircraft fitted with Mod N663 and N768.

Requirement: To detect cracks in the horizontal stabiliser main spar and the upper skin, inspect per ASTA Alert SB ANMD-55-32. If cracks are found, contact aircraft manufacturer for repair instructions before further flight.

(Australian AD/GAF N22/68 refers)

Compliance: Within next 100 hours TIS or by 31 January 1995 whichever is the sooner and thereafter at intervals not to exceed 100 hours TIS or 12 months whichever is the sooner.

Effective Date: 23 December 1994

DCA/N22/41B Wing Strut Upper End Fitting - Inspection

Applicability All Model N22 and N24 series

Requirement: To prevent failure of the wing strut upper end fitting, inspect for cracks per ASTA Alert SB ANMD-57-12 Revision 2.

Compliance:

1. For aircraft which have exceeded the TIS given in Table 1 of SB ANMD-57-12 Revision 2, inspect before further flight, unless inspected within the previous interval given in paragraph 3 below.
2. For aircraft which have exceeded the TIS in Table 2 of SB ANMD-57-12 but have not yet reached the Table 1 limits, inspect before 10 hours TIS, unless inspected within the previous interval given in paragraph 3 below.
3. Repeat the inspection at intervals not later than the following:-
 - a) Models N24A, N22S, N22C and N22F where the average flight duration is less than 45 minutes - 900 hours TIS.
 - b) Models N24A, N22S, N22C and N22F where the average flight duration exceeds 45 minutes - 1200 hours TIS.
 - c) Model N22B where the average flight duration is than 45 minutes - 1200 hours TIS.
 - d) Model N22 B where the average flight duration exceeds 45 minutes - 1800 hours TIS.

(CASA AD/GAF-N22/70 Amdt 2 refers)

Effective Date: DCA/N22/41A - 29 September 1995
DCA/N22/41B - 24 April 2003

DCA/N22/42 Landing Gear Up Warning - Adjustment

Applicability: All Model N22 and N24 series.

Requirement: Operational restrictions introduced by DCA/N22/39A require the use of 10 degrees flap for landing where possible. So that the landing gear up warning system will provide adequate warning in this configuration, accomplish ASTA Alert SB ANMD-32-20.

(Australian AD/GAF N22/71 refers)

Compliance: Within next 10 hours TIS, or by 15 March 1995, whichever is the sooner.

Effective Date: 9 March 1995

DCA/N22/43 Upper fin rear attachment - Inspection

Applicability: All Nomad N22 and N24 series aircraft

Requirement: Inspect bores of upper fin rear attachment bolt holes in the stub fin rear face for radial cracks using one of the methods described in ASTA Service Bulletin AMND-53-19, Accomplishment Instructions, Part 1.

(Australian AD/GAF N22/72 refers)

Compliance: Not later than 5000 hours TTIS, or for aircraft with more than 5000 hours TTIS, before further flight.

Effective Date: 22 May 1995

DCA/N22/44 Rudder Pedals Brake Push Rod - Inspection

Applicability: All Model N22 and N24 series

Requirement: To prevent failure of brake push rod end fittings, inspect per ASTA SB NMD-27-47 Rev 1. If necessary renew end fittings per SB NMD-27-47 Rev 1 before further flight.

(Australian AD/GAF N22/73 refers)

Compliance: By 28 February 1996

Effective Date: 22 December 1995

DCA/N22/45A LH Wing Electrical Connector – Inspection and Modification

Applicability: Model N22 and N24 series not incorporating Mod N875 or N876.

Requirement: To prevent uncommanded flap extensions and incorrect stall warning indications caused by contamination in the LH wing aft electrical connector, accomplish the following:-

Inspect per ASTA SB ANMD-57-13 Rev 1. If any contamination is found, clean the connector per SB ANMD-57-13 Rev 1, before further flight. If any arcing damage, deposits between contacts or looseness of contacts is found, incorporate Mod N875 or N876 per SB ANMD-57-13 Rev 1 before further flight. Incorporation of Mod N875 or N876 is terminating action for this AD.

(Australian AD/GAF-N22/74 Amdt 1 refers)

Compliance: By 15 April 1996 and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: DCA/N22/45 - 15 March 1996
DCA/N22/45A - 25 October 2001

DCA/N22/46 Horizontal Stabiliser Access Panel, Angles and Skins - Inspection

Applicability: All Model N22 and N24 series

Requirement: To detect 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, inspect per ASTA SB NMD-55-34 Rev 1, Part 1. Repair any cracks detected before further flight, per SB NMD-55-34 Rev 1, Part 2.

(Australian AD/GAF N22/75 Amdt 1 refers)

Compliance: Within next 100 hours TIS or before 12 September 1996, whichever occurs first and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.

Effective Date: 5 July 1996

DCA/N22/47 **Cancelled – DCA/N22/48B refers****Effective Date:** 29 October 2009**DCA/N22/48B** **Flaps – Limitations and Modification****Applicability:** All model N22 and N24 series aircraft.**Note 1:** This AD revised to introduce requirement 2 as a terminating action to the requirements of this AD which supersedes DCA/N22/39A and DCA/N22/47.**Requirement:** To prevent aileron flutter in extreme circumstances due to possible unacceptable flexibility of the outboard flap mechanism, accomplish the following:

1. Accomplish the requirements and limitations in ASTA Nomad ASB No. ANMD-57-18 issue 1 dated 14 August 2006.
2. Modify the aircraft per the requirements in ASTA Nomad ASB No. ANMD-27-53 dated 20 February 2008.

Note 2: Comply with the limitations imposed by requirement 1 of this AD until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

(CASA AD AD/GAF-N22/69 Amdt 6 refers)

Compliance: 1. Within the next 50 hours TIS or by 29 November 2009 unless previously accomplished.

2. By 30 June 2010.

Effective Date: DCA/N22/48 - 27 March 2003
DCA/N22/48A - 26 October 2006
DCA/N22/48B - 29 October 2009