

# Airworthiness Directive Schedule

## Aeroplanes

### Jabiru Series (Avtech)

27 May 2021

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- Notes:**
1. This AD schedule is applicable to all Jabiru (Avtech) aircraft series classified in the Light Sport Aircraft (LSA), Microlight and Amateur Built airworthiness categories.
  2. The Australian Civil Aviation Safety Authority (CASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the CASA website at: <https://www.casa.gov.au/aircraft/standard-page/airworthiness-directives>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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<b>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <a href="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</b>		
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**DCA/JABIRU/1 Primary Flight Control Surfaces – Inspection**

**Applicability:** All Jabiru aircraft, all S/N.

**Note 1:** This AD mandates the control surface clearance inspection requirements specified in Jabiru SB JSB 019-2 issue 2. This SB introduces new requirements intended to prevent flight control surfaces (rudder, elevator and ailerons) contacting and jamming against fixed parts of the airframe during flight.

**Requirement:** To prevent flight control jamming in flight, inspect the primary control surfaces per the instructions in Jabiru SB JSB 019-2 issue 2, dated 24 November 2010.

If any defects are found accomplish the corrective actions per the instructions in SB JSB 019-2 before further flight.

**Note 2:** For amateur built Jabiru aircraft the requirements of this AD must be supervised or accomplished and released to service by a person who holds a current aircraft maintenance engineer licence with appropriate aircraft group rating issued in accordance with Part 66 or the original builder who holds a maintenance approval for the aircraft.  
(CASA AD/JABIRU/1 refers)

**Compliance:** Before further flight and thereafter whenever the control rigging is adjusted, control surfaces are repaired, or control surfaces are removed and re-fitted.

**Effective Date:** 13 December 2010

**DCA/JABIRU/2 Aircraft Fuel System – Calibration**

**Applicability:** All Jabiru aircraft, all S/N.

**Note 1:** No AD action required if already in compliance with DCA/MICRO/5.

**Requirement:** To ensure actual and useable fuel quantity are known and accurately displayed to the pilot, calibrate the aircraft fuel system by accomplishing the following after aircraft construction:

1. Maximum fuel capacity:

Fill the aircraft fuel tanks and determine the actual fuel capacity.

2. Unusable fuel quantity:

With the aircraft in the most critical flying attitude determine the unusable fuel quantity by test.

3. Intermediate fuel gauge markings:

Fill the fuel tanks progressively from the unusable fuel quantity level and calibrate the intermediate fuel gauge markings, as applicable.

**Note 2:** Refer to the applicable aircraft pilot operating handbook (POH), the service manual or build instructions, as required, to accomplish these requirements.

**Note 3:** The usable fuel quantity will be less than the maximum fuel tank capacity due to there being residual fuel in the fuel system components such as, the gasolators, fuel filters and fuel lines. The location of the fuel pick-ups in the fuel tanks also has an influence on the usable fuel capacity. Once the useable fuel capacity is known, the aircraft endurance can be calculated.

**Note 4:** Avoid low fuel states until the fuel system has been calibrated.  
(NZ occurrence refers)

**Compliance:** 1. 2. & 3. Before first flight after construction/manufacture, or by 23 June 2011 for those aircraft which have not been calibrated before first flight, unless already accomplished.

**Effective Date:** 23 December 2010

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

#### **CASA AD/JABIRU/2 Wing Attachment Bolts - Life Limit**

**Applicability:** Jabiru aircraft models UL-C, UL-D, J160-C, LSA 55/2K, LSA 55/2J, Jabiru ST, LSA 55/3J and Jabiru ST3, all S/N.

**Effective Date:** 22 May 2017

#### **CASA AD/JABIRU/3 Aileron Control Tube - Inspection**

**Applicability:** Jabiru aircraft models UL-C, UL-D, J160-C, LSA 55/2K, LSA 55/2J, Jabiru ST, LSA 55/3J, and Jabiru ST3, all S/N.

**Effective Date:** 21 March 2021

#### **\* CASA AD/JABIRU/4 Control Surface Hinges - Inspection**

**Applicability:** Jabiru aircraft models UL-C, UL-D, J160-C, LSA 55/2K, LSA 55/2J, Jabiru ST, LSA 55/3J, and Jabiru ST3, all S/N.

**Note:** In lieu of requirement 3 of CASA AD/JABIRU/4 (i.e. reporting the inspection results to CASA via their Defect Report System), please report any defects found with control surface hinges to the CAA by completing a CA005 Defect Report form. Please provide as much engineering detail as possible. The form can be obtained from [https://www.aviation.govt.nz/assets/forms/CA005D\\_Form.pdf](https://www.aviation.govt.nz/assets/forms/CA005D_Form.pdf)  
The completed form can be emailed to the CAA at [ca005@caa.govt.nz](mailto:ca005@caa.govt.nz)

**Effective Date:** 27 May 2021