


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No : 05-022</b></p> <p><b>Date: 18.11.2005</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name</b></p> <p>Millicer Aircraft Industries Pty Ltd</p>	<p><b>Type/Model designation</b></p> <p>AESL, VICTA AND GLOS AIR AIRTOURER SERIES</p>	
<p>TCDS: CASA No. 34-1 and 34-3, NZ CAA No. A-4, A-7 and A-8</p>		
<p>Foreign AD: CASA AD/VAT/31 Amdt 1 and UK CAA AD 020-03-81</p>		
<p>Supersedure: Supersedes CASA AD/VAT/31 Amdt 1 and UK CAA AD 020-03-81 (See note below)</p>		
<p><b>ATA 27</b></p>	<p><b>Controls – Control column – Inspection.</b></p>	
<p><b>Manufacturer(s):</b></p>	<p>AESL, Victa, Glos Air Limited</p>	
<p><b>Applicability:</b></p>	<p>All AESL, Victa and Glos Air Airtourers</p>	
<p><b>Reason:</b></p>	<p>This AD is proposed following EASA review of UK CAA submissions under Article 10.1 of Regulation (EC) No 1592/2002. In this case EASA concurs with the UK CAA that an unsafe condition exists.</p> <p>The incident that lead to the UK CAA Additional Airworthiness Directive occurred to a Glos Air manufactured aircraft for which UK had a continued airworthiness responsibility. Approximately 350 hours after the referenced manufacturer's service bulletin to carry out a one-time inspection of the control column cut-outs had been complied with, cracking occurred in all 4 of the possible locations cited. Failure of the torque tube would lead to the aircraft being uncontrollable. Repeat inspection is required as the one time inspection proved to be ineffective in practice.</p> <p>Note: Victa Airtourers are responsibility of the Australian Civil Aviation Safety Authority (CASA). The above referenced CASA AD is of a similar nature to</p>	

	<p>this PAD, but does not include the calendar repeat interval and is therefore superseded. Compliance with other CASA ADs for Victa Airtourers is required in the EU. CASA ADs applicable to these types may be found under Victa and AESL Airtourers on the CASA website, <a href="http://www.casa.gov.au">http://www.casa.gov.au</a> .</p> <p>State of Design Responsibility for Glos Air aircraft has recently been transferred to the Civil Aviation Authority of New Zealand (CAA NZ) who is also responsible for AESL produced aircraft. Compliance with CAA NZ ADs for these types is required in the EU. CAA NZ ADs applicable to these types may be found on the CAA NZ web site, <a href="http://www.caa.govt.nz/">http://www.caa.govt.nz/</a> , under NZ Aerospace Airtourer Series.</p>
Effective Date:	Proposed 20 December 2005
Compliance:	<p><b>Required:</b> within 25 flight hours from the effective date of this AD unless already accomplished, in which case not later than 12 months from that date or 100 hours if sooner.</p> <p><b>Inspect</b> in accordance with Glos Air Service Bulletin No. 15, details of which are repeated here in full as follows: Inspect both upper and lower cut-outs in the control column torque tube Pt.No. 52131/30 for cracking. The area can be inspected by removing the arm rest front panel Pt.No. 53018/1.</p> <p><b>Repeat</b> inspection at intervals of 100 flight hours or 1 year whichever is the soonest.</p>
Ref. Publications:	Glos Air Service Bulletin No.15
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p> <p>The closing date for comments is 17 December 2005</p>