


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2008-0015</b></p> <p><b>Date: 18 January 2008</b></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.		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
General Avia S.r.l. (company no longer in business)	F22 Series aircraft	
TCDS Number: EASA SAS A.053		
Foreign AD: Not applicable.		
Supersedure: This Airworthiness Directive (AD) supersedes ENAC Italy AD 2004-376 (EASA approval number 2004-9763) dated 17 September 2004.		
<b>ATA 71</b>	<b>Power Plant – Engine-to-Firewall Mounting Bracket – Inspection / Repair</b>	
Manufacturer(s):	General Avia S.r.l.	
Applicability:	Model F22A, F22B, F22C and F22R aircraft models, all serial numbers.	
Reason:	<p>ENAC Italy AD 2004-376 was issued in response to two separate reports of cracks found in the Firewall-to-Engine mounting attachments. Detachment of the engine mounts from the structure is the possible consequence. Although the actual cause has not been finally determined, some repairs have been approved to address and correct the unsafe condition.</p> <p>This new AD, which supersedes ENAC Italy AD 2004-376, retains the initial inspection requirement, adds repetitive inspections and clarifies the conditions under which aircraft that have been repaired by an approved method can be allowed to return to service.</p>	
Effective Date:	01 February 2008	
Compliance:	<p>Required as indicated, unless previously accomplished:</p> <p>(1) Before further flight after the effective date of this AD, inspect the structure surrounding the heads of the four bolts of the engine mount attachment bracket, approaching from the cabin of the aircraft in the zone below the instrument panel. In case the indicated area (in particular for the upper bolts) is not visible due to equipment presence (relay, cooling fan, etc.), remove the upper panels of the fireproof bulkhead (RH totally and LH partially) to approach the area to be inspected through the engine compartment. In this case the use of a small mirror is necessary;</p>	

	<p><b>Note:</b> Aircraft that have already been inspected [as required by ENAC AD 2004-376] with no cracks or damages found, must be inspected again within the time specified as follows:</p> <ul style="list-style-type: none"> <li>(a) If, on the effective date of this AD, the aircraft has flown 100 Flight Hours (FH) or more since the inspection as required by ENAC AD 2004-376, then carry out the inspection specified in paragraph (1) before further flight;</li> <li>(b) If, on the effective date of this AD, the aircraft has flown less than 100 FH since the inspection as required by ENAC AD 2004-376, then carry out the inspection specified in paragraph (1) before accumulating 100 FH after the inspection as required by ENAC AD 2004-376.</li> </ul> <ul style="list-style-type: none"> <li>(2) Thereafter, at intervals not to exceed 100 FH, repeat the inspection as specified in paragraph (1) of this AD;</li> <li>(3) If any discrepancies are found (e.g. cracked or broken parts) during any inspections as required by paragraph (1) and (2) of this AD, accomplish one of the following actions before next flight: <ul style="list-style-type: none"> <li>(a) Repair the aircraft in accordance with Gomolzig Modification 15328, EASA-approved under ref. EASA.A.R.01624, to be obtained from Gomolzig Flugzeug- und Maschinenbau GmbH, address details in the Remarks section of this AD; or</li> <li>(b) Repair the aircraft in accordance with any other EASA-approved repair method; or</li> <li>(c) Ground the aircraft and report to the Agency, with the flight hours of the aircraft.</li> </ul> </li> <li>(4) After repair of the aircraft as specified in paragraph (3)(a) of this AD, the interval of the repeat inspection as required by paragraph (2) of this AD can be extended from 100 to 500 FH.</li> <li>(5) After repair of the aircraft as specified in paragraph (3)(b) of this AD, refer to the approved Repair documents in order to establish the pertinent interval of the repeat inspection required by paragraph (2) of this AD.</li> </ul>
Ref. Publications:	Gomolzig Flugzeug- und Maschinenbau GmbH Modification 15328, approved by EASA as Major Repair EASA.A.R.01624.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 19 December 2007 as PAD 07-227 for consultation until 16 January 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Ente Nazionale per l'Aviazione Civile (ENAC), Direzione Prodotti Aeronautici (TPA), via di Villa Ricotti 42, 00161 Rome - ITALY Fax: +39 06 44185 731; E-mail: <a href="mailto:ad@enac.rupa.it">ad@enac.rupa.it</a></li> </ol> <p>To obtain details of Modification 15328, please contact:  Gomolzig Flugzeug- und Maschinenbau GmbH,  Eisenwerkstrasse 9; D-58332 Schwelm, Federal Republic of Germany;  Telephone: +49 (0)2336 490 332; Fax: +49 (0)2336 490 339;  E-Mail: <a href="mailto:info@Gomolzig.de">info@Gomolzig.de</a></p>