


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No : 05-021 Date: 18.11.2005	
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.		
Type Approval Holder's Name Millicer Aircraft Industries Pty Ltd		Type/Model designation AESL, VICTA and GLOS-AIRTOURER SERIES
TCDS CASA No. 34-1 and 34-3, NZ CAA No. A-4, A-7 and A-8		
Foreign ADs: UK CAA AD 002-08-2001. No State of Design AD (see note below).		
Supersedure: Supersedes UK CAA AD 002-08-2001		
ATA 55	Structures Tailplane Support Bracket – Inspection.	
Manufacturer(s):	AESL, Victa, Glos Air Limited	
Applicability:	All AESL Airtourer series, Victa Airtourer series and Glos-Airtourer series aircraft.	
Reason:	<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>In 2000 on a UK built variant of the aircraft a tailplane attachment bracket was found over 65% corroded through only 14 months after previous inspection. The strength of the tailplane is below acceptable levels with this loss of material and repeat inspection is necessary to maintain structural integrity.</p> <p>Failure of the tailplane attachment bracket could lead to separation of the tailplane and loss of control of the aircraft.</p> <p>Note: There is no equivalent CASA or CAA NZ AD for this type.</p> <p>State of Design responsibility for Glos Air aircraft has recently been transferred to</p>	

	<p>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, http://www.caa.govt.nz/ , under NZ Aerospace Airtourer Series.</p> <p>Victa Airtourers are the responsibility of the Australian Civil Aviation Safety Authority (CASA). Compliance with CASA ADs for Victa Airtourers is required in the EU. Copies of CASA ADs applicable to these types may be found under Victa and AESL Airtourers on the CASA website, http://www.casa.gov.au .</p>
Effective Date:	Proposed 20.12.05
Compliance:	<p>Required: not later than 10 flying hours or three months whichever is the sooner from the effective date of this Directive unless already accomplished, in which case not later than 12 months from that date.</p> <p>Inspect: clean and visually inspect the left and right tailplane support brackets for corrosion. Any corrosion detected must be removed and the area re-protected, in accordance with the AESL Airtourer 100, 115, 150, super 150 and T6 Maintenance and Repair Manual dated June 1970 chapter 50 'Repair Manual – General Repair Procedures', or other approved data before further flight. If corrosion is blended out the depth must be recorded in the aircraft log book. Brackets with corrosion which exceeds the limits stated in chapter 50 paragraph 2(c) of the Maintenance and Repair Manual, must be replaced with Part Nos 20031/1 or 20031/2 or an alternative approved part.</p> <p>Repeat: inspection of the tailplane support brackets must be carried out at intervals not exceeding 12 months.</p>
Ref. Publications:	AESL Airtourer 100, 115, 150, super 150 and T6 Maintenance and Repair Manual dated June 1970
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int</p> <p>The closing date for comments is 17 December 2005</p>