

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. FAA amends § 39.13 by adding a new AD to read as follows:

2003–22–13 Aerospace Technologies of Australia PTY Ltd.: Amendment 39–13361; Docket No. 2003–CE–21–AD.

When Does This AD Become Effective?

(a) This AD becomes effective on December 23, 2003.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) *What airplanes are affected by this AD?* This AD affects Models N22B and N24A

airplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Australia. The actions specified in this AD are intended to prevent damage to the aileron due to airplane operation and pre-existing and undetected damage, which could result in failure of the aileron. Such failure could lead to reduced or loss of control of the airplane.

What Must I Do to Address This Problem?

(e) To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Visually inspect the left-hand (LH) and right-hand (RH) ailerons for damage (<i>i.e.</i> , distortion, bending, impact marks). Repair or replace any damaged aileron found.	Inspect within the next 50 hours time-in-service (TIS) after December 23, 2003 (the effective date of this AD), unless already accomplished. Repair or replace prior to further flight after the inspection.	In accordance with the applicable maintenance manual.
(2) Adjust the engine power lever actuated landing gear “up” aural warning micro-switches and then perform a ground test. If deficiencies are detected during the ground test, make the necessary adjustments. (3) For Model N22B airplanes: (i) fabricate placards that incorporate the following words (using at least 1/8-inch letters) and install these placards on the instrument panel within the pilot’s clear view: (A) “RECOMMENDED APPROACH FLAPS 10 OR 20 DEG AT 90 KIAS”; (B) “USE 10° OR 20° FLAP FOR TAKE-OFF AND LANDING—WARNING—DO NOT EXCEED 20° FLAP EXTENSION DURING FLIGHT, LANDING GEAR UP WARNING WILL INITIATE FOR A TORQUE PRESSURE OF LESS THAN 30 PSI”; and (ii) incorporate the following information into the limitation section of the Airplane Flight Manual (AFM): (A) limit the maximum flap extension to 20 degrees; and (B) limit flaps down operations for landing to 10° or 20° flap.	Within the next 50 hours time-in-service (TIS) after December 23, 2003 (the effective date of this AD), unless already accomplished. Within the next 50 hours time-in-service (TIS) after December 23, 2003 the effective date of this AD), unless already accomplished.	In accordance with Nomad Alert Service Bulletin ANMD–57–18, dated December 19, 2002, and the applicable maintenance manual. In accordance with Nomad Alert Service Bulletin ANMD–57–18, dated December 19, 2002. Accomplish the limitations of paragraphs (e)(3)(ii)(A) and (e)(3)(ii)(B) of this AD by inserting a copy of the AD into the Limitations Section of the flight manual. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish this flight manual insertion and the placard requirements of paragraph (e)(3)(i)(A) and (e)(3)(i)(B) of this AD. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(4) For Model N24A airplanes: (i) fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot’s clear view: “USE 10° FLAP FOR TAKE-OFF and LANDING—WARNING—DO NOT EXCEED 10° FLAP EXTENSION DURING FLIGHT, LANDING GEAR UP WARNING WILL INITIATE FOR A TORQUE PRESSURE OF LESS THAN 30 PSI”; and (ii) incorporate the following information into the limitation section of the Airplane Flight Manual (AFM): (A) limit the maximum flap extension to 10 degrees; and (B) limit flaps down operations for landing to 10° flap.	Within the next 50 hours time-in-service (TIS) after December 23, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Nomad Alert Service Bulletin ANMD–57–18, dated December 19, 2002. Accomplish the limitations of paragraphs (e)(4)(ii)(A) and (e)(4)(ii)(B) of this AD by inserting a copy of the AD into the Limitations Section of the flight manual. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish this flight manual insertion and the placard requirement of paragraph (e)(4)(i) of this AD. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).