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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GAF-N22/69 Amdt 4 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### GAF N22 and N24 Series Aeroplanes

**AD/GAF-N22/69  
Amdt 5**

**Ailerons**

**11/2006**

**Applicability:** All Model N22 and N24 Series aircraft.

**Requirement:** Action in accordance with ASTA Nomad Alert Service Bulletin ANMD-57-18 Issue 1 dated 14 Aug 2006.

**Compliance:** Within 50 hours time in service after the 26 October 2006 or before 26 November 2006, whichever occurs first.

This Amendment becomes effective on 26 October 2006.

**Background:** Late in 2002 the manufacturer advised CASA of another Nomad accident which was possibly caused by aileron flutter with the flaps at 38 degrees. This, along with the other flutter incidents, has resulted in the manufacturer issuing ANMD-57-18 as a precautionary measure while they further investigate the issue. The manufacturer has now issued ANMD-57-18 Issue 1 to alert floatplane or amphibian configuration operators of the need to reduce the landing weight further for the 10 degree landing flap configuration.

This amendment mandates Alert Service Bulletin ANMD-57-18 Issue 1 dated 14 Aug 2006.

The initial issue of this AD imposed weight and speed restrictions in the flaps extended configuration, and prohibited the use of 38 degrees flap.

Amendments 1 and 2 progressively eased these restrictions as the investigation progressed.

Amendment 4 of this Airworthiness Directive became effective on 12 March 2003.

**GAF N22 and N24 Series Aeroplanes**

AD/GAF-N22/69 Amdt 5 (continued)

The original issue of this Airworthiness Directive became effective on  
20 September 1994.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers  
Delegate of the Civil Aviation Safety Authority

14 September 2006