
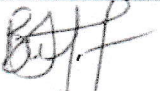


South African Civil Aviation Authority (SACAA)	<h2 style="text-align: center;">AIRWORTHINESS DIRECTIVE</h2>	
	<p><b>RSA AD No: 2020-001</b></p> <p>Issue Date: 9 September 2020</p> <p>The unsafe condition requires the immediate adoption of this Airworthiness Directive (AD). The Director of Civil Aviation (DCA) found that good cause exists for issuance of this AD, effective 30 days from date of issue:</p> <p><b>Effective Date: 9 OCTOBER 2020</b></p>	
<p>This AD is issued in accordance with SACAR Part 21 and continued airworthiness of an aircraft shall be ensured by accomplishing any applicable AD's. Consequently, no person may operate an aircraft contrary to the provisions of this approved and issued AD, except in accordance with an exemption issued by the Director of Civil Aviation (DCA) in terms of SACAR Part 11.</p>		
<p><b>Design Approval Holder Name:</b> Cirrus Design Corporation</p> <p><b>FAA TYPE CERTIFICATE DATA SHEET(TCDS) No:</b> FAA A00009CH</p> <p><b>Foreign AD:</b> Not Applicable</p> <p><b>Superseded:</b> None</p> <p><i>(Please note: If there is any AD that is similar to this AD, the more restrictive AD will apply)</i></p>	<p><b>Type/Model Designation (s):</b> Cirrus SR22 and SR22T</p>	
<p><b>ATA 32 – NOSE LANDING GEAR INSPECTION</b></p>		
<p><b>Manufacturer (s):</b></p>	<p>CIRRUS AIRCRAFT</p>	
<p><b>Applicability:</b></p>	<p>This AD applies to Cirrus aircraft stipulated in Type Certificate Data Sheet (TCDS): SR22 and SR22T</p>	
<p><b>Reason / Unsafe Condition:</b></p>	<p>On 6 January 2019 a Cirrus SR22T experienced a nose landing gear collapse during landing. This led to the propeller striking the ground resulting in damage to the propeller, nose landing gear and the engine cowling. This incident is not isolated as there are many other similar incidents that occurred around the globe.</p> <p>Upon the investigation of the incidents it was found that the nose landing gear collapse was caused by a fatigue crack on the nose landing gear gusset tube. Service Bulletin (SB 2X-32-19 R1) was previously issued to reduce the risk of nose landing gear collapse, however the SB measures proved not to be sufficient to curb the risk of the nose landing gear collapse. The aircraft that was involved in the incident that took place on 6 January 2019 had complied with SB 2x-32-19 R1, however 13.5 hrs later the incident occurred. This Authority has deemed it necessary to enhance the measures to minimize the risk of the nose landing gear collapse by enforcing the execution of a Magnetic particle inspection.</p>	

<b>Required Interim Action (s) and Compliance Time (s):</b>	<p>The actions required by this AD are interim actions and the Director may take further actions in the future, hence compliance is required as indicated:</p> <p><b>Repetitive Inspections, Required Actions and Compliance Times:</b></p> <p>A magnetic particle inspection on landing gear gusset tube and the landing gear tube upper surface shall be carried out within 60 days after publication of this AD if the aircraft has accumulated 50 hrs and more. Thereafter this inspection shall be carried out at 100 hrs intervals.</p>
<b>Related Information and remarks:</b>	<p>Owners and or Operators are responsible for having actions required by this AD performed within the compliance time of the effective date unless they have been granted an exemption by the Director.</p> <p>This AD is a final rule that involves requirements affecting flight safety and the Director invites you to submit any written relevant data, views, or arguments regarding this AD.</p> <p>Enquiries or for more information regarding this AD, should be referred to the Aviation Safety Operations Department (ASO), Consistency and Standardisation Department (CSD), SACAA at contact details:</p> <p>Email: <a href="mailto:sdr@caa.co.za">sdr@caa.co.za</a>   <a href="http://www.caa.co.za">www.caa.co.za</a></p>
<b>Attachments:</b>	<b>SB 2X-32-19, South African Incident report</b>
<b>Date:</b> 02 SEP 2020	 <b>Signature by Director of Civil Aviation:</b>