AD 97-02

Reference: J15/10/79

Compliance: At the next Mandatory Periodic Inspection (MPI) if not already accomplished, or when the aircraft attains the ages specified in paragraph 2.1 of this AD.

Accomplishment instructions:

1. Method of Inspection

1.1 To obviate costly opening up and subsequent repair procedures the following approved methods of NDT inspection may be employed where feasible:

(a) RT X-ray
(b) MT Magnetic particle
(c) ET Eddy current
(d) UT Ultrasonic

Frequency of Inspections

2.1 The appropriate NDT method of inspection is to be performed at twenty-five years from date of manufacture on aircraft in the normal categories and in the case of cropspraying aircraft at a maximum of ten years from date of manufacture.

2.2 In the event of no corrosion or cracks being found during the initial inspection, the inspection must be repeated after every five-year period.

2.3 Where minor corrosion is found on the initial inspection, the RT inspection shall be repeated every two years or as directed by the approved testing agency.

3. Areas to be inspected

3.1 All areas of inspection called for by the manufacturers in their Service Bulletins or other publications.
3.2 All areas concealed by fabric, ceconite coverings, sheetmetal or composites.
3.3 Lapjoints of riveted structures.
3.4 Wing spars.
3.5 All castings and forgings.
3.6 Door frames, rudderposts, ailerons, flaps and their attachment points, liftstruts and built-up parts and products.
3.7 Lower longeron and welded clusters.
3.8 Rear fuselage of a tailwheel type aircraft.
3.9 Any other areas where corrosion may be expected / suspected.

4. Action to be taken:

4.1 Should cracks or corrosion be detected, the necessary corrective action shall be taken and the area airworthiness inspector notified.
4.2 The maintenance done must be recorded and certified in the appropriate logbook and a copy of the testing organisation's report affixed therein.

5. Documentation and preservation of records:

5.1 Job cards are to reflect test parameters used for respective ET, UT and MT inspections and shall be kept on file for a period of five years.

5.2 RT film shall be kept by the inspecting company for future reference and for at least five years.

5.3 RT film shall display the aircraft registration and serial numbers, date and indications of positions inspected.

6. The test report shall contain the following information:

6.1 Aircraft type registration markings
6.2 Aircraft serial number
6.3 Date of inspection
6.4 AD number
6.5 List of positions tested and findings
6.6 Indication of the test type used and defects found
6.7 Indication of the type of corrosion, if found.

7 This AD no 97-02 supersedes AD 93-111, 96-02 and MAN Cessna no 016.

8. Effective date: Issued 15 July 1997.
1. Revised 25 February 1998

RSA AD No 97-02 (Supersedes AD 93-111, 96-02 and MAN Cessna no 016).

EQUIPMENT: FLIGHT DATA RECORDERS

RSA AD No 98-02

Reference: J29/3/13

Compliance: Applicable to all aircraft equipped with engraving metal foil flight data recorders.

Reasons: 1. The Commissioner acting in terms of Chapter 6, sub-paragraph 6.3.1.3 of ICAO Document, Annex 6, ruled that no South African registered aircraft may be operated with the above-mentioned flight data recorders installed as from 1 July 1998 in terms of South African Civil Aviation Authority Regulation 91.04.11.

A permit to operate aircraft to an approved facility where the necessary re-installation of the afore-mentioned recorders can be undertaken will be issued on request.

2. An alternate means of compliance may be submitted for consideration and possible approval by the Commissioner.

Effective date: This AD becomes effective on December 1, 1998 and supersedes AD 98-02 issued March 11, 1998.