

NEW ZEALAND CIVIL AIRWORTHINESS REQUIREMENTS
VOLUME 2
AIRWORTHINESS DIRECTIVES

SECTION A
TRANSAVIA PL12 SERIES AD SCHEDULE

In addition to the ADs scheduled below, relevant ADs in the 'AIRCRAFT GENERAL' AD Schedule and any other relevant ADs in Section C 'COMPONENTS AND EQUIPMENT' shall be complied with

DCA/TRANS PL12/3 Nose Wheel Structure Reinforcement - Modification

Applicability: S/N 601 and subsequent

Requirement: Transavia SB 4

Compliance: Next periodic inspection

DCA/TRANS PL12/4 Reinforcement of Nose Wheel Steering Arm - Modification

Applicability: All

Requirement: Transavia SB 5

Compliance: Next periodic inspection

DCA/TRANS PL12/5 Aerodynamic Surfaces - Modifications 1-7

Applicability: All

Requirement: Transavia SB 14

Compliance: By 30 November 1968

DCA/TRANS PL12/6 Longitudinal Trim Augmenter - Inspection

Applicability: All

Requirement: Transavia SB 16

Compliance: Every 100 hours TIS

DCA/TRANS PL12/7 Engine Controls - Modification

Applicability: All

Requirement: Transavia SB 9

Compliance: By 18 December 1968

DCA/TRANS PL12/8 Engine Mount - Inspection

Applicability: All

Requirement: Two cases have been reported in New Zealand of the rear horizontal tube P/N 0/2-50 cracking near the port weld cluster. Malalignment of engine and engine mount bolt holes may be the cause or contributory factor. The tube P/N 0/2-50 is to be checked for cracks by the dye check method in the area of the cluster weld, port side. Any mounts found cracked are to be repaired in accordance with Transavia SB 17 before further flight.

Compliance: Every periodic inspection

DCA/TRANS PL12/9 Rudder Pedal Assemblies - Inspection

Applicability: As detailed

Requirement: Cracks have been found in the welded areas of unmodified rudder pedal assemblies. An inspection for cracks is to be carried out in the welded areas of all rudder pedal assemblies not modified in accordance with Transavia drawing 7-254 Issue C or later.

Compliance: Every 100 hours TIS

DCA/TRANS PL12/10 Fuel System - Modification

Applicability: All

Requirement: Air NZ Mod Nr T9S-157 or Transavia Mod 95

Compliance: By 30 April 1971

DCA/TRANS PL12/11A Centre Section Stub Wing Main Spar - Inspection

Applicability: As detailed

Requirement: A case of spar failure, initiated by fatigue, is reported from Australia. On all aircraft which have exceeded 1,500 hours TTIS and all other aircraft previously involved in heavy landings or stub wing damage: Visually inspect the centre section stub wing main spar for cracking particularly in area adjacent to fish plates welded to rear face of spar web at fuselage sides and all welds. Remove the lower cowl to facilitate inspection.

This requirement does not apply to aircraft which have Transavia repair, drawing 2-R4-230 or approved equivalent embodied.

Compliance: Within the next 10 hours TIS; subsequently every periodic inspection

Note: This inspection requirement is cancelled when Transavia repair, drawing 2-R4-230, or approved equivalent is embodied

DCA/TRANS PL12/12 Throttle and Mixture Cable Support Bracket - Modification

Applicability: All
Requirement: Barr Bros Mod BB/M7/PL12 or approved equivalent
Compliance: By 30 September 1971

DCA/TRANS PL12/13 Engine Mount Tube - Inspection

Applicability: All prior to S/N 1248 & G351
Requirement: Transavia SB 22
Compliance: Daily and every periodic inspection

Notes: 1. The maintenance release shall be endorsed "prior to first flight each day inspect in accordance with Transavia Service Bulletin No. 22, Daily inspection." A copy of the SB shall be attached to the Maintenance Release
2. This inspection requirement is cancelled when DCA/PL12/27 is embodied

DCA/TRANS PL12/14B Nose Wheel Mounting Structure - Inspection

Applicability: All model PL12
Requirement: Nose wheel mounting structure failures have been attributed to undetected cracking. To detect such cracking, accomplish the following:

1. Thoroughly clean all tubes and weld clusters which form nose wheel mount.
2. Visually inspect upper mount transverse tube including weld clusters at each end, and 'vee' structure, including upper and lower pivot assemblies and all welds, being at least 6 power magnification lens.
3. Any cracks found must be repaired per an approved procedure before further flight.

Compliance: At intervals not exceeding 100 hours TIS
Effective Date: DCA/TRANS PL12/14A - 16 February 1976
DCA/TRANS PL12/14B - 21 October 1983

DCA/TRANS PL12/16 Nose Wheel Pivot Pin - Inspection

Applicability: All models with S/N prior to G576 not incorporating SB 27
Requirement: Accidents have occurred due to failure of the nose wheel pivot pin.
Inspect as follows:
Remove pivot pin and inspect for wear, cracks and signs of abnormal loading.
Compliance: At the next periodic inspection and at intervals not exceeding 100 hours TIS thereafter

DCA/TRANS PL12/18 Nose Wheel Pivot Assembly - Inspection**Applicability:** All**Requirement:** Detailed inspection of a PL12 aeroplane involved in a recent accident has disclosed excessive wear between mating components of the nose wheel pivot assembly and unsatisfactory control of the manufacturing tolerances of replacement components for this assembly.

Inspect as follows:

1. Remove nose wheel pivot pin P/N 6-24 and detach nose wheel pivot leg assembly P/N 6-202.
2. Remove nose wheel pivot bushes P/N 6-22. Check that the diameter of the internal bore of the bushes is within 0.501" and 0.503" and the diameter of the pivot pin P/N 6-24 is within 0.498" to 0.500".
3. Check parallelism of the facing surfaces of the nose wheel pivot support assemblies. The inner surfaces of the upper and lower support assemblies shall be parallel to within 0.005" over the width of the faces.
4. Assemble the spacer P/N 6-23 and bushes onto the pivot pin and measure the distance between the inside of the flanges of the two bushes. Check that the distance between the bearing caps on the nose wheel pivot leg assembly provides a clearance fit between the flanges of the bushes.
5. Assemble the spacer and bushes in the nose wheel pivot leg assembly, and with the bushes clamped to the spacer, the dimension over the outside of the bushes shall provide a snug push fit between the pivot support assemblies.
6. When the nose wheel is assembled and the pivot pin torqued in accordance with the manufacturers maintenance manual, the nose wheel shall pivot freely. The end play of the nose wheel pivot leg assembly on the pivot bushes shall be a minimum of 0.008" and not more than 0.040".

(Australian ANO DCA/PL12/13 also refers)

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 300 hours TIS, and at any time the nose wheel pivot assembly is removed

DCA/TRANS PL12/19 Nose Landing Gear Pivot Pin and Bushes - Replacement**Applicability:** All**Requirement:** Failures of the stainless steel pin P/N 6-24 issue 'C' have occurred; an improved pin has been introduced made from MIL-S-6758 material and having a reduced diameter. Unless already accomplished fit nose landing gear pivot pin P/N 6-24 issue 'D' or 6-33 and bushes P/N 6-22 issue 'B' or 6-34.
(Australian ANO DCA/PL12/14 also refers)**Compliance:** Within the next 25 hours TIS**DCA/TRANS PL12/20 Nose Landing Gear Pivot Pin - Inspection****Applicability:** All**Requirement:** Inspect nose landing gear pivot pins P/N 6-24 issue 'D' and 6-33 and reject any found with tooling marks.
(Australian ANO DCA/PL12/14 also refers)**Compliance:** Within the next 100 hours TIS and before installation of replacement pins**DCA/TRANS PL12/23 Nose Wheel Servo - Tab Installation - Inspection****Applicability:** All PL12 aircraft**Requirement:** As a result of several in-flight nose wheel servo tab mounting bolt failures, the following inspection is required:

1. Remove nose wheel servo-tab assembly from its mounting bolt.
2. Inspect the bolt visually for cracks and the servo-tab assembly for damage.
3. Cracked bolts shall be renewed and any other damage rectified before reassembly.

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS**Effective Date:** 15 June 1974**DCA/TRANS PL12/24 Nose Pivot Leg - Inspection and Modification****Applicability:** All PL12 aircraft**Requirement:** Transavia SB 24**Compliance:**

1. Modification to be accomplished within the next 100 hours TIS
2. Inspection to be carried out at intervals not exceeding 100 hours TIS

Effective Date: 15 August 1974

DCA/TRANS PL12/25 Main Undercarriage Attachment - Reinforcement

Applicability: All PL12 aircraft
Requirement: Transavia SB 25
Compliance: Within the next 100 hours TIS
Effective Date: 15 August 1974

DCA/TRANS PL12/26 Cockpit Structure - Reinforcement

Applicability: All PL12 aircraft
Requirement: Transavia SB 26
Compliance: By 30 November 1974

DCA/PL12/27 Engine Mount Tube - Modification

Applicability: All model PL12 prior to S/N 1249 and G351
Requirement: Transavia SL 21
(Australian ANO DCA/PL12/16 also refers)
Compliance: By 31 July 1975

DCA/PL12/28 Fuel Sump - Inspection

Applicability: All model PL12 fitted with Air New Zealand fuel system modification T9S-157
Requirement:

1. Remove sump tank and inspect internal and external surfaces for corrosion.
2. Remove any corrosion found and protect all surfaces of tank.

Compliance: Within the next 100 hours TIS, unless already accomplished, thereafter annually
Effective Date: 19 May 1975

DCA/PL12/29 Hopper Structure - Inspection

Applicability: All model PL12 unless modified with stainless steel hopper skins and structure (eg. mod FEL-PL12-13)
Requirement: To detect corrosion in hopper structure, accomplish the following:

1. De-rivet and remove hopper wide skins.
2. Inspect skins and internal reinforcing structure for corrosion.
3. Remove corrosion, or renew parts and protect surfaces before re-assembling skins and structure.

Compliance: Unless already accomplished, aircraft with more than 1000 hours TIS or two years, within the next 100 hours TIS or three months whichever is the sooner. Thereafter at intervals not

exceeding 1000 hours TIS or two years, whichever is the sooner

Effective Date: 15 September 1976

DCA/PL12/30

Landing Gear - Inspection

Applicability:

All model PL12 fitted with nose and/or main landing gear oleo struts

Requirement:

As a result of reported defects involving failure of oleo strut attachments, the following inspections are required:

Part 1 - To detect incorrect installation of oleo strut, check that washers are fitted under the cotter pins at each end of oleo upper and lower attachment pins and that cotter pins are not worn. Aircraft may be ferry flown to base for rectification.

Part 2 - Inspect oleo strut upper and lower attachment pins for signs of distortion or malalignment, also washers and cotter pins for wear. Defective items must be renewed before further flight.

Part 3 - Withdraw upper and lower attachment pins and inspect mounting collars P/N 1/6-35 attachment welds for cracking. Also check for wear of pin surfaces and internal bores of mounting collars and oleo end lug bushes. Renew defective parts.

Compliance:

Part 1 - before next flight

Part 2 - daily

Part 3 - within the next 50 hours TIS and thereafter at intervals not exceeding 50 hours TIS

Effective Date:

9 November 1976

*Notes: 1. Requirement notified to registered owners on effective date
2. May be accomplished by pilot subject
(a) Adequate instruction by LAME responsible for aircraft
(b) Maintenance release endorsed to refer to inspection requirement
(c) Copy of inspection requirement attached to Maintenance Release*

DCA/PL12/31

Control Column Bearing Housing Assembly - Shaft Case - Inspection

Applicability:

All model PL12 having shaft case P/N 7-3 with 1000 hours TIS or installed two or more years

Requirement:

Cracks have been found in the web of the aileron operating arm of shaft case assembly P/N 7-3, the cracks propagating from the corners of the elevator operating rod cut out.

An inspection for cracks is to be carried out.

Compliance:

Unless already accomplished, within next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS

Effective Date:

22 April 1977

DCA/PL12/32**Landing Gear - Inspection****Applicability:**

All model PL12 with oleo landing gear

Requirement:

Inspect nose and main landing gear oleos per Transavia SB 29

Compliance:

Within the next 25 hours TIS, unless already accomplished, and thereafter at intervals not exceeding 100 hours TIS

Effective Date:

4 December 1978

*Note: Requirement notified to registered owners on effective date***DCA/PL12/33****Landing Gear - Inspection****Applicability:**

All model PL12 with oleo landing gear

Requirement:

Inspect oleo end caps P/N 6-66-1 for cracks using dye penetrant method and renew any parts found defective

Compliance:

Within the next 25 hours TIS, unless already accomplished, and thereafter at intervals not exceeding 100 hours TIS

Effective Date:

7 December 1979

DCA/PL12/34**Stub Wing - Modification and Inspection****Applicability:**

All model PL12

Requirement:

Modify and inspect per Transavia SB 30

Compliance:

Not later than 3 years after manufacture and thereafter at intervals not exceeding 12 months. Aircraft which have exceeded 3 years since manufacture shall be modified and initially inspected by 30 November 1980

Effective Date:

29 August 1980

DCA/PL12/35**Main Wing and Stub Wing - Life Limitation****Applicability:**

All model PL12

Requirement:

Retire the following at the specified TTIS

Main wing - 11,650 hours

Stub wing - 8,680 hours

*Note: The above preliminary life limitations have been established by the manufacturer and may be reviewed upon receipt of further information***Effective Date:**

26 February 1982

DCA/PL12/36**Engine Oil Cooler Hose - Inspection****Applicability:**

All Transavia PL12/T-300 PL12/T-300A and PL12/T-300A-1

Requirement:

To preclude possibility of engine oil loss accomplish the following:

1. Visually inspect oil cooler inlet hose P/N 8-288-3 for oil leaks.
2. Slide asbestos covering from oil cooler inlet hose and inspect for deterioration of rubber hose. Replace defective hoses before further flight.

Compliance:

1. Visual inspection - before further flight.
2. Inspection of rubber hose - within the next 25 hours TIS. Report result to CAA.

Effective Date:

10 July 1985

Note: Requirement notified to registered owners on effective date