

ILMAILULAITOS

CIVIL AVIATION ADMINISTRATION

PL 50

FIN - 01531 VANTAA, FINLAND

Puhelin/Telephone 09 - 82 771

International + 358 9 82 771

Telefax 09 - 82 772499

LENTOTURVALLISUUSHALLINTO

FLIGHT SAFETY AUTHORITY

LENTOKELPOISUUSMÄÄRÄYS

AIRWORTHINESS DIRECTIVE

**M 2996/02**

Muutos 1

18.12.2002

Lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai -välineen määräaikaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (281/95) 17§:n perusteella.

GPI. Rahtiverkkojen poisto käytöstä.

Koskee: Kaikkia GPI:n valmistamia rahtiverkkoja 2M2N ja 2G1N oheisen Consigne de Navigabilité 2002-367(B)R1:n mukaisesti.

Viite: Consigne de Navigabilité CN2002-367R1

Voimaantulo: 15.1.2003

Voimassaoloaika: Tämä määräys on voimassa toistaiseksi.

Toimenpiteet:

- A.** Tee oheisen ranskalaisen lentokelpoisuusmääräyksen CN2002-367R1:n (CN) kohdan 3.1. mukaiset toimenpiteet viimeistään 1.11.2002 (kuukausi M2996/02:n voimaantulosta).
- B.** Noudata CN:n kohdan 3.2 ohjeita korkeintaan 1.4.2003 asti.
- C.** 1.4.2003 jälkeen CN:n mukaisten rahtiverkkojen käyttö ilmailussa on kielletty.
- D.** Merkitse käytöstä poistetut tuotteet niin ettei niitä enää oteta uudestaan käyttöön.

Tämä määräys korvaa määräyksen M 2996/02.

Liite

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-367(B) R1
In case of any difficulty, reference should be made to the French original issue.

GPI

Cargo nets

Cargo Net rupture (ATA 25)

1. APPLICABILITY :

1.1. All 2M2N Cargo Net manufactured by GPI, subject to a specific certification under P/N: M1 13 01 2000 1300B released into service with a JAA Form One Airworthiness Tag. and marked QAC 160/TSO C90.

1.2. All 2G1N Cargo Net manufactured by GPI under P/N: G1 13 03 2000 1300 A released into service with a JAA Form One "Conformity Tag".

Note 1: Under P/N: M1 13 01 2000 1300B, GPI manufactured two (2) net models:

A. Not reinforced nets. These nets may be identified by:

- the first lower mesh row is made of 13 mm diameter ropes,
 - all the other mesh are made of the same 13 mm diameter ropes,
- or
- "Weight: 10,600 kgs" is written on the GPI manufacturer label.

B. Reinforced nets. These nets may be identified:

- the first lower mesh row is made of 18 mm diameter ropes,
 - the other mesh are made of 13 mm diameter ropes.
- or
- "Weight: 13,700 kgs" is written on the GPI manufacturer label.

Note 2: GPI address is: GPI
BP n° 1, Zone artisanale de la Bohalle
49800 BRAIN-S/L'AUTHION
FRANCE

2. REASONS:

2.1. Tests performed in accordance with NAS 3610 Specifications showed the nets breaking at loads much lower than the specified, or placarded maximum weight. The reinforced nets broke at values equivalent to three quarter of the requires test load.

If left unchanged, this situation can lead the cargo contents to become a hazard by shifting in case of severe in flight turbulence freight stowing could be fault.

.../...

- 2.2. Nets quoted in Paragraph 1.2. of original issue of this Airworthiness Directive (nets 2K3N P/N K1 13 01 2000 1300 A and 2L3N P/N L1 13 01 2000 1300 A) had never been the subject of load tests as per requirements of NAS 3610. This is the reason why in a first time, their use had been restricted.

Tests on nets 2KL and 2L3N in the aim of a JTSO C90c and TSO C90c have been successfully performed on July 26, 2002. As the nets subject of the tests were strictly identical in their manufacturing to nets 2K3N P/N K1 13 01 2000 1300 A and 2L3N P/N L1 13 01 2000 1300 A, formerly produced by G.P.I., the latter can finally be used without any restriction.

3. **COMPLIANCE:**

- 3.1. Within thirty (30) days from the effective date of this Airworthiness Directive(AD), original issue, the following actions are required:

- 3.1.1. Identify the GPI 2M2N; P/N: M1 13 01 2000 1300B not reinforced nets following the paragraph 1 Note 1 criteria of this AD.
- 3.1.2. Remove from service these not reinforced nets GPI 2M2N; P/N: M1 13 01 2000 1300B not reinforced.
- 3.1.3. From main operation base, remove from service the not reinforced NAS3610 2M2N; P/N: M1 13 01 2000 1300B GPI nets.
- 3.1.4. From other stations than the main, the not reinforced 2M2N; P/N: M1 13 01 2000 1300B nets must not be used unless the pallet stowing to be completed by appropriate stowing straps.

- 3.2. During a six (6) month period from the effective date of this AD, original issue, GPI nets can be used under the following conditions:

- 3.2.1. GPI 2M2N ; P/N: M1 13 01 2000 1300B reinforced nets; the pallet maximum load is limited to 5 130 kg (11310 Lb.). GPI 2M2N ; P/N: M1 13 01 2000 1300B reinforced nets can be used with their usual maximum load, providing the pallet stowing is completed by appropriate stowing straps.
- 3.2.2. GPI 2G1N ; P/N: G1 13 03 2000 1300A reinforced nets; the pallet maximum load is limited to 10 260 kg (22620 Lb.). GPI 2G1N ; P/N: G1 13 03 2000 1300A nets can be used with their usual maximum load, providing the pallet stowing is completed by appropriate stowing straps.

- 3.3. Using for cargo restraint any GPI net subject of this AD is forbidden six (6) months after the effective date of this AD, original issue.

This Revision 1 replaces original AD 2002-367(B) dated July 10, 2002.

EFFECTIVE DATES :

Original AD : Upon receipt from JULY 10, 2002
Revision 1 : Upon receipt from November 27, 2002