

Nomad

SERVICE LETTER

06-2

WING STRUT UPPER END FITTING INCORPORATION OF SERVICE BULLETIN NMD-57-19

INSTRUCTIONS

Insert Service Letter 06-2 into the Service Letter binder and annotate the index accordingly.

CONTENTS

A. Introduction.

Service Letter 06-2 is issued to clarify the background to recently issued Service Bulletin NMD-57-19, the effect on future Wing Strut Upper End Fitting (WSUEF) inspections and the resultant changes to Nomad publications.

B. Background.

Field reports have indicated that a number of operators have not reamed and fitted oversized bolts (NAS6205-xxDX or DY in all 6 holes) to the WSUEF to relieve fatigue implications as required by SB ANMD-57-12. SB NMD-57-19 has now been issued to ensure that all aircraft WSUEFs are inspected, reamed and oversized bolts fitted as a priority.

NOTE

For aircraft with Wing Struts Part No. 203/N-20-1010 fitted, no line reaming is required.

C. Effect on future WSUEF inspections

(1) Benefit.

Incorporation of Service Bulletin NMD-57-19 provides immediate benefit to the operator by reducing the frequency of WSUEF repeat inspections. For instance in the case of an N22B, aircraft with an average flight duration of > 45 mins, having the correct bolts fitted will now allow WSUEF repeat inspections to be carried out every 8100 hours rather than every 1800 hours as previously detailed in SB ANMD-57-12.

(2) Operator Recording Action.

Reaming of holes and incorporation of oversize bolts in accordance with either Alert Service Bulletin ANMD-57-12 or Service Bulletin NMD-57-19 now entitles the operator to adjust the aircraft's maintenance schedule for WSUEF repeat inspections in accordance with Inspection Requirements Manual (IRM), Part 4, Fatigue Critical Areas, Para 5.G.(2), Table 2, Inspection Intervals - WSUEF.

For aircraft that have previously had Alert Service Bulletin ANMD-57-12 incorporated, operators are required to establish the WSUEF Total Time In Service (TTIS) at the date of incorporation and apply the appropriate inspection interval detailed in the IRM Part 4 to establish TTIS of the next WSUEF inspection.

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D. Changes to NOMAD publications.

The introduction of SB NMD-57-19 necessitated the following changes to Nomad publications:

- (1) Service Bulletin ANMD-57-12 will be cancelled at the next Service Bulletin Index issue.
- (2) The IRM has been amended at Part 4, Fatigue Critical Areas, Para 5.G.(2) to include a table detailing the revised Inspection Intervals - WSUEF (Ref Temporary Revision 29 (15 for TNI IRM)).
- (3) The IRM has also been amended at Part 4, Fatigue Critical Areas, Para 11.(2) to include a table detailing the revised Inspection Intervals - WSUEF (Ref Temporary Revision 30 (16 for TNI IRM)).
- (4) The IRM has been amended at Part 5, Structural Component Retirement Lives Table, Page 2, increasing the retirement life of the WSUEF Part No. 1/N-20-643 (Ref Temporary Revision 36 (22 for TNI IRM)).
- (5) The Structural Repair Manual has been amended to include instructions for the replacement of WSUEFs (Ref Temporary Revision 57-10 (Temporary Revision 57-1 for TNI SRM)).

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