



# AIRWORTHINESS DIRECTIVE

Number: G-2018-0001

Issue date: 12 February 2018

This Airworthiness Directive (AD) is issued by the UK CAA as the National Aviation Authority (ICAO Annex 8 Authority of State of Design for the affected product(s).

In accordance with Article 39(1) of The Air Navigation Order 2016, as amended, the following action required by this AD is mandatory for applicable aircraft registered in the United Kingdom. No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name: <b>Slingsby Sailplanes / Vickers Slingsby / Slingsby Engineering Ltd., (&amp; TRA held by British Gliding Association (BGA))</b>	Type/Model Designation(s): <b>Slingsby T61</b>
TCDS:	N/A
Supersedure:	N/A
ATA 05 & 51	<b>Revised Fatigue and Service Life Limitations</b>
Manufacturer(s):	Slingsby Sailplanes / Vickers Slingsby / Slingsby Engineering Ltd
Applicability:	Slingsby T61A, Slingsby T61C Falke, Slingsby T61E and T61F Venture T Mk 2, Slingsby T61G Falke approved in any category* (see Compliance / Action foot-note).
Reason:	<p>This AD has been raised to mandate revised fatigue lives that are applicable to the range of T61 variants.</p> <p>CAA Airworthiness Approval Note (AAN) 29458 developed by the British Gliding Association (BGA) has, with the assistance of Acro Aeronautical, completed a structural survey and developed revised fatigue life data, which results in the removal of the 15 year fatigue life previously applicable to Slingsby T61E, F and G variants and introduced new life limits on all the T61 variants identified in AAN 29458 i.e. as applicable to Slingsby T61A, Slingsby T61C Falke, Slingsby T61E and T61F Venture T Mk 2, and Slingsby T61G Falke.</p> <p>Operation beyond the demonstrated safe fatigue lives poses an unsafe condition due to the increased probability of fatigue damage contributing to potential catastrophic failure of primary structural components.</p>
Effective Date:	<b>12 February 2018</b>

<b>Compliance/Action:</b>	<p>From the effective date of this AD, compliance with the revised replacement and retirement lives contained in BGA "Aircraft Inspection Mandatory, Life extension inspection schedule" Number: 057/10/2015 Issue 1 Working Instructions Parts B and Part C is mandatory.</p> <p>These lives were approved in AAN 29458 and include mandatory replacement periods for the wing spigots of 30,000 flight cycles and 39,000 flight cycles retirement life for the airframe itself, (at which point the aircraft must be retired from service).</p> <p>* Note: this AD is applicable to aircraft holding a Certificate of Airworthiness and to those holding a Permit to Fly (PtoF). For aircraft issued with a PtoF – <a href="#">Mandatory Permit Directive 1995-001 R5</a> provides the basis that makes compliance with this AD mandatory.</p>
<b>Reference Publications:</b>	<p><a href="#">CAA AAN 29458</a>, Acro Aeronautical report AAS 2252 Issue 2 and BGA "Aircraft Inspection Mandatory, Life extension inspection schedule" Number: 057/10/2015 Issue 1 or later issue.</p>
<b>Remarks:</b>	<ol style="list-style-type: none"><li>1. This AD was posted on 30 November 2017 as PAD 1976 for consultation until 12 January 2018.</li><li>2. Enquiries regarding this Airworthiness Directive should be referred to: GA Unit, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.</li></ol> <p>Tel: +44 (0)1293 573988 E-mail: <a href="mailto:ga@caa.co.uk">ga@caa.co.uk</a></p>