

Nomad

SERVICE BULLETIN

STABILISERS — HORIZONTAL STABILISER — INSPECTION AND BALANCING INSTRUCTIONS

1. PLANNING INFORMATION

A. Effectivity

- (1) Aircraft affected:
 - (a) **N22 Series** line sequence numbers 1 to 9, 11 to 29, 31, 33, 35, 37, 39 to 41, 43, 45, 47 to 59, 61, 63, 65 to 70, 82 to 88, 90 to 95, 97, 100, 102 to 114, 116, 118, 125, 126, 131 to 134, 136 to 138, 141, 143 to 170.
 - (b) **N24 Series** line sequence numbers 10, 30, 32, 34, 36, 38, 42, 44, 46, 60, 62, 64, 71 to 81, 89, 96, 98, 99, 101, 115, 117, 119 to 124, 127 to 130, 135, 139, 140, 142.
- (2) The following Horizontal Stabilisers are exempt:
 - (a) Those not modified in any way (including painting) since delivery from ASTA.
 - (b) If the last action on the Horizontal Stabiliser was incorporation of Alert Service Bulletin ANMD-55-31 and it did not have static discharge wicks (CO G288) fitted at the time.

B. Reason

Temporary Revision 55-2 to the SRM has been issued to bring the SRM up to date with current mandatory modification status and correct inconsistencies between the relevant Service Bulletins.

This Service bulletin has been issued to ensure all Horizontal Stabilisers are within balance limits as defined in Temporary Revision 55-2.

C. Description

Check the Horizontal Stabiliser weight and balance to the corrected data. The correct data is supplied in SRM Temporary Revision 55-2.

D. Compliance

- (1) The compliance requirements of this Service Bulletin are MANDATORY.
- (2) All Horizontal Stabilisers on aircraft (except those detailed in Para 1.A.(2)), must be checked at the next 100 Hr Inspection or within 6 months of receipt of this Service Bulletin, whichever is less. As a precautionary measure a maximum airspeed limit of 135 KIAS shall be observed until compliance has been established.
- (3) All replacement Horizontal Stabilisers must be checked in accordance with this Service Bulletin and repaired if necessary, before being installed.

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E. **Approval**

- (1) The requirement detailed herein has been approved by a person authorised under Civil Aviation Regulation 35 and conforms to the type certification requirements.

F. **Manpower**

4 Manhours

G. **Weight and Balance**

In accordance with Table 4 in SRM Temporary Revision 55-2.

H. **References**

Alert Service Bulletin ANMD-55-26

Alert Service Bulletin ANMD-55-31

Structural Repair Manual Chap 55-10-00, Para 3.

SRM Temporary Revision 55-2

I. **Publications Affected**

Alert Service Bulletin ANMD-55-26

Alert Service Bulletin ANMD-55-31

Structural Repair Manual Chap 55-10-00

2. **ACCOMPLISHMENT INSTRUCTIONS**

A. **Part 1 - Inspection**

- (1) Inspect the records of the last balancing of the Horizontal Stabiliser. If the Stabiliser falls into the exempt category detailed in Para 1.A.(2), or the data conforms to the limits of SRM Temporary Revision TR 55-2, no further action is necessary.

B. **Part 2 - Repair (Rectification)**

- (1) If the records show that the results of balancing are not within the above defined limits, or if records are unavailable, or any work (including painting) has been done to the Horizontal Stabiliser since the last balancing, or if any doubt exists; then remove the Horizontal Stabiliser and weigh and balance it as described in SRM Chap 55-10-00, Para 3., but to the limits specified in Temporary Revision 55-2.
- (2) If after the weight and balance check is carried out, the Horizontal Stabiliser does not conform to the limits of SRM TR 55-2, contact Boeing Aircraft Systems - ASTA for advice.
- (3) For aircraft with non-exempt Horizontal Stabilisers manufacture a placard stating Max Airspeed 135 KIAS, and apply this to the pilot's instrument panel as near as possible to the ASI. This shall apply until the Stabiliser has been satisfactorily weighed and balanced.

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3. MATERIALS INFORMATION

None.

4. SPECIAL TOOLS AND EQUIPMENT

Balancing fixture PN 1600-003

NOTE

The static balance may be carried out on the aircraft as in Service Bulletin NMD-55-26 if this fixture is not available.

5. RECORDING ACTION

Record compliance with NMD-55-35 in the aircraft log book. Record total weight of Horizontal Stabiliser and the total mass balance weight in the aircraft log book.