



A Mahindra Aerospace Company

SB-GA8-2012-96

Issue 6

MANDATORY

PO Box 881, Morwell, Victoria 3840, Australia
Ph + 61 (0) 3 5172 1200
Fax + 61 (0) 3 5172 1201
www.mahindraaerospace.com

Service Bulletin

Subject:

Fuel System Ventilation and Drainage Modification.

Applicability:

Parts 1 and 2 of this Service Bulletin are applicable to:

AIRCRAFT	SERIAL NUMBER(s)
GA8	GA8-02-012 and Serial Numbers from 128 up to and including 205
GA8-TC 320	GA8-TC 320-02-016, GA8-TC 320-03-025 and GA8-TC 320-09-120 and Serial Numbers from 129 up to and including 205

Part 3 of this Service Bulletin is applicable to:

AIRCRAFT	SERIAL NUMBER(s)
GA8	GA8-02-012 and Serial Numbers from 128 up to and including 246
GA8-TC 320	GA8-TC 320-02-016, GA8-TC 320-03-025 and GA8-TC 320-09-120 and Serial Numbers from 129 up to and including 246

Amendments:

1. Initial Issue
2. Figure 5 dimensions amended due to typographical error.
3. Five drain holes added see Figure 5, 6, 7, 8 and 9. Aircraft with cargo pod instructions part 2 added. Applicability changed to include aircraft up to GA8/GA8-TC 320-13-205.
4. Figure 12 illustration improved. Part 2 instruction 24 (m) adhesive type added. Weight and Balance implication included.
5. Not released.
6. Part 3 added. Updated applicability to include Part 3. Background updated.

Background:

The GA8/GA8-TC 320 aircraft Mk II fuel system features an integral sump tank located in the floor structure forward of the co-pilot seat. A compartment exists between the aircraft floor skin and the top of the collector tank which is currently not ventilated and drained as required by FAR 23.967(b).

The drainage modification of the compartments adjacent to the integral sump tank as described in earlier issues of this Service Bulletin has been improved and additional drainage holes and floor rib lightening hole covers are being introduced at Issue 6.

Parts 1 and 2 of this Service Bulletin are unchanged. For aircraft previously modified in accordance with Parts 1 and 2, only the accomplishment instructions contained in Part 3 are to be actioned.

Compliance:

This Service Bulletin is to be carried out within 3 months or 100 flight hours from receipt of this Service Bulletin, whichever occurs first.

Parts Availability:

New parts can be obtained directly from GippsAero.

Tel.: +61 03 5172 1200

Fax.: +61 03 5172 1201

Email: aircraft.parts@mahindraaerospace.com

Labour:

3 man hours should be allocated to the incorporation of Part 1 instructions in this Service Bulletin.

4 man hours should be allocated to the incorporation of Part 2 instructions in this Service Bulletin.

4 man hours should be allocated to the incorporation of Part 3 instructions in this Service Bulletin.

Warranty:

Aircraft covered by warranty may claim the direct cost of incorporating the requirements of this Service Bulletin by contacting GippsAero Customer Service:

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: aircraft.warranty@mahindraaerospace.com

Instructions (Part 1): Fuel System Ventilation and Drainage Modification

WARNING:

IT IS THE RESPONSIBILITY OF ALL PERSONNEL TO ENSURE WORK HEALTH AND SAFETY REQUIREMENTS ARE MET AT ALL TIMES. ALL PERSONNEL MUST COMPLY WITH ALL WORK HEALTH AND SAFETY REQUIREMENTS AS DEFINED OR RECOMMENDED BY:

- EQUIPMENT OEM INSTALLATION AND OPERATION MANUALS;
- AIRCRAFT MAINTENANCE AND OPERATION MANUALS;
- ASSOCIATED AIRCRAFT MODIFICATION INSTRUCTIONS;
- RELEVANT NAA REGULATIONS AND ADVISORY DOCUMENTATION;
- ORGANISATION MANUALS, INCLUDING NAA ENDORSED OPERATIONAL AND MAINTENANCE MANUALS; AND
- RELEVANT LOCAL, STATE AND FEDERAL GOVERNMENT REQUIREMENTS.

WARNING:

READ THE APPLICABLE MATERIAL SAFETY DATA SHEET (MSDS) FOR ANY MATERIAL/CONSUMABLE USED DURING THE ACCOMPLISHMENT OF THIS SERVICE BULLETIN AND EMPLOY ANY RECOMMENDED PERSONAL PROTECTIVE EQUIPMENT (PPE) CONTAINED THEREIN.

NOTE:

Unless otherwise specified, reference to the GA8/GA8-TC 320 Service Manual and FAA Advisory Circular (AC) 43.13-1B & -2B should be made when carrying out the procedures prescribed in this Service Bulletin. In case of a discrepancy between the Service Manual and the AC, the Service Manual takes precedence.

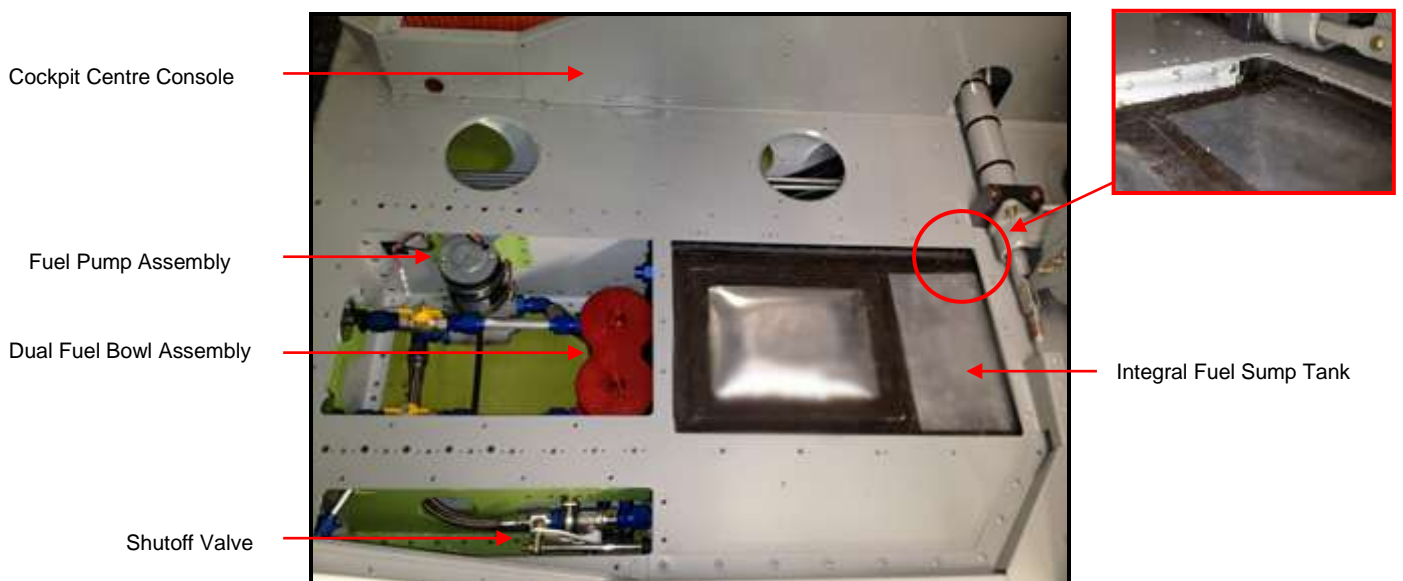


Figure 1 – Overview of Area

1. Remove co-pilot seat from aircraft cabin and stow.
2. Remove fuel pump maintenance inspection panel and stow.
3. Remove co-pilot seat outboard seat rail and stow.
4. Remove sump tank access panel and stow.
5. Remove floor inspection panel forward of co-pilot control column and stow.

6. If fitted, remove cargo pod from aircraft, retain hardware and stow.

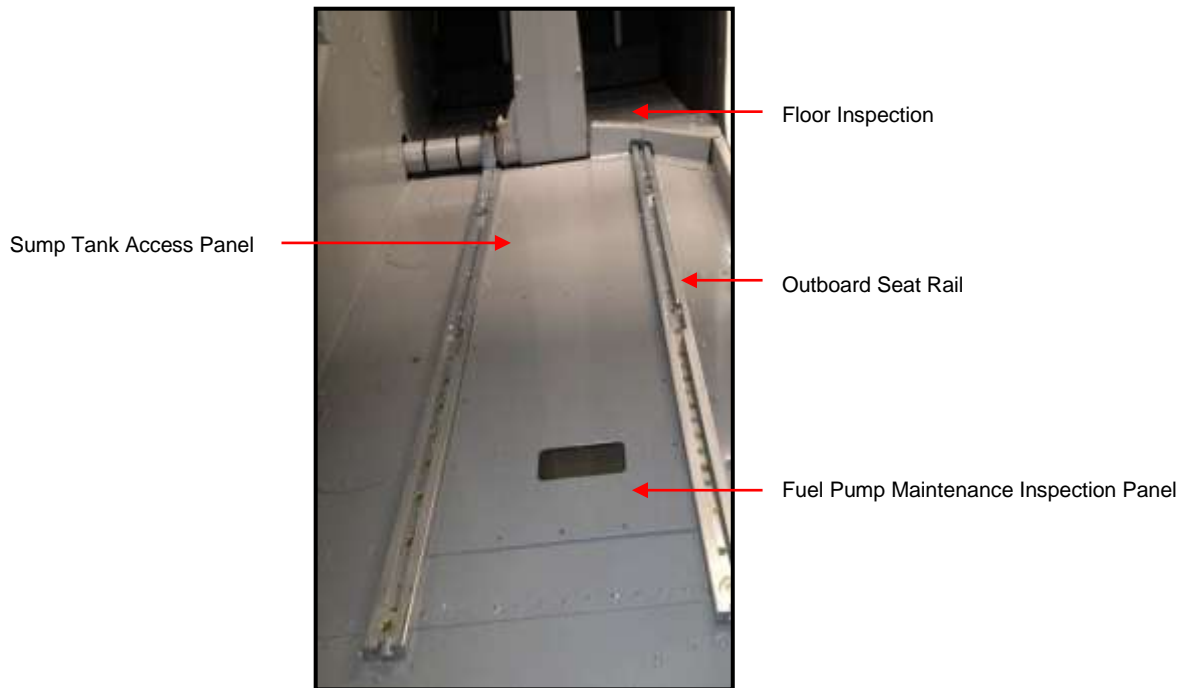


Figure 2

NOTE:

Figure 10 provides an overview of the new holes when viewed from underneath the aircraft fuselage belly skin.

7. Gain access through sump tank access panel and drill ¼ in. hole through rib no. 3 RH (GA8-532023-253), Figure 3.
8. Gain access through floor inspection panel forward of control column and drill ¼ in. hole through bottom skin located between no. 2 RH rib (GA8-532023-016) and no. 3 RH rib (GA8-532023-253),
9. Figure 4.
10. Gain access through floor inspection panel forward left of the control panel and drill ¼ in. hole through bottom skin located between centre rib no. 2 (GA8-532023-115) and centre rib no. 3 assembly (GA8-532013-055), Figure 5.
11. Drill ¼ in. hole through bottom skin located inboard of sump tank, between centre rib no. 4 (GA8-532023-125) and centre rib no. 3 assembly (GA8-532013-055), Figure 6.
12. Drill ¼ in. hole through bottom skin located outboard of sump tank, between no. 3 RH rib (GA8-532023-253) and no. 4 RH rib assembly (GA8-532013-071), Figure 7.
13. Drill ¼ in. hole through bottom skin located inboard of sump tank, between centre rib no. 4 (GA8-532023-125) and centre rib no. 5 (GA8-532013-127), Figure 8.
14. Drill ¼ in. hole through bottom skin located outboard of the seat rail rib RH aft (GA8-532021-259) adjacent to grommet, Figure 9.

15. Deburr holes. To prevent moisture from entering the new drain holes (Figure 10), press 'half-moon flute' into surface of skin, Figure 11 (approximate dimensions shown).
16. Deburr holes, visually check all holes using 10X magnification to ensure no hole cracks were induced, and prime with suitable aircraft primer.
17. Apply PR1422 between sump tank access panel and floor skin, fit access panel to floor skin ensuring good seal. Refer to applicable Service Manual Chapter 28 for Fuel Tank Sealing Procedures.
18. Fit floor inspection panel forward of co-pilot control column.
19. Fit co-pilot outboard seat rail.
20. Fit fuel pump maintenance inspection panel.
21. Fit co-pilot seat.
22. If removed, attach cargo pod to aircraft using retained hardware.
23. Record completion of this Service Bulletin in Aircraft Log Book.

NOTE:

All measurements shown in the following figures are in inches.

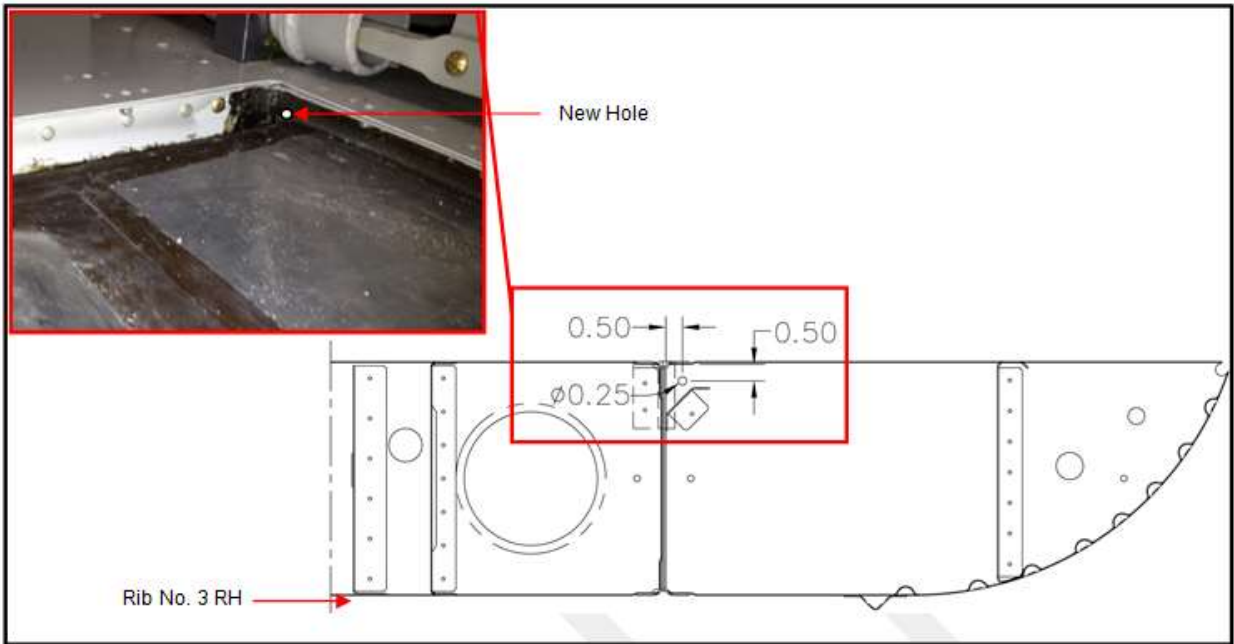


Figure 3: Hole 1 (View looking forward on Rib No. 3)

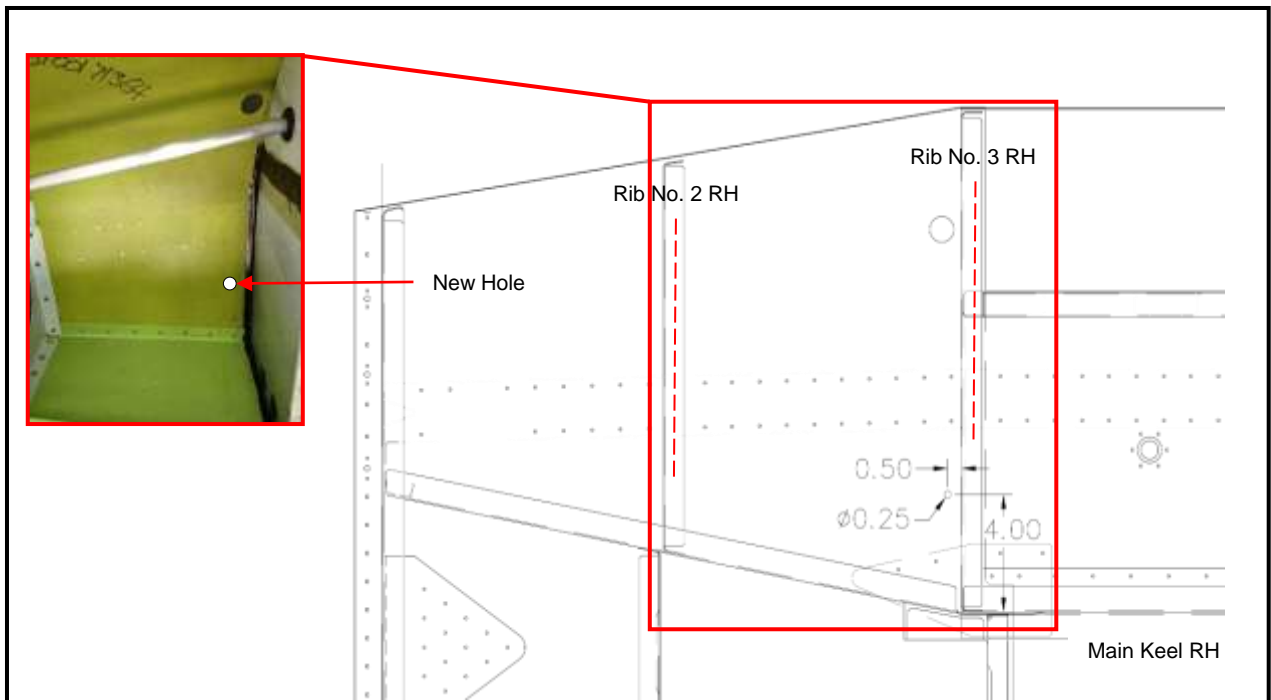


Figure 4: Hole 2
(Belly skin shown from above; floor skin removed for clarity)

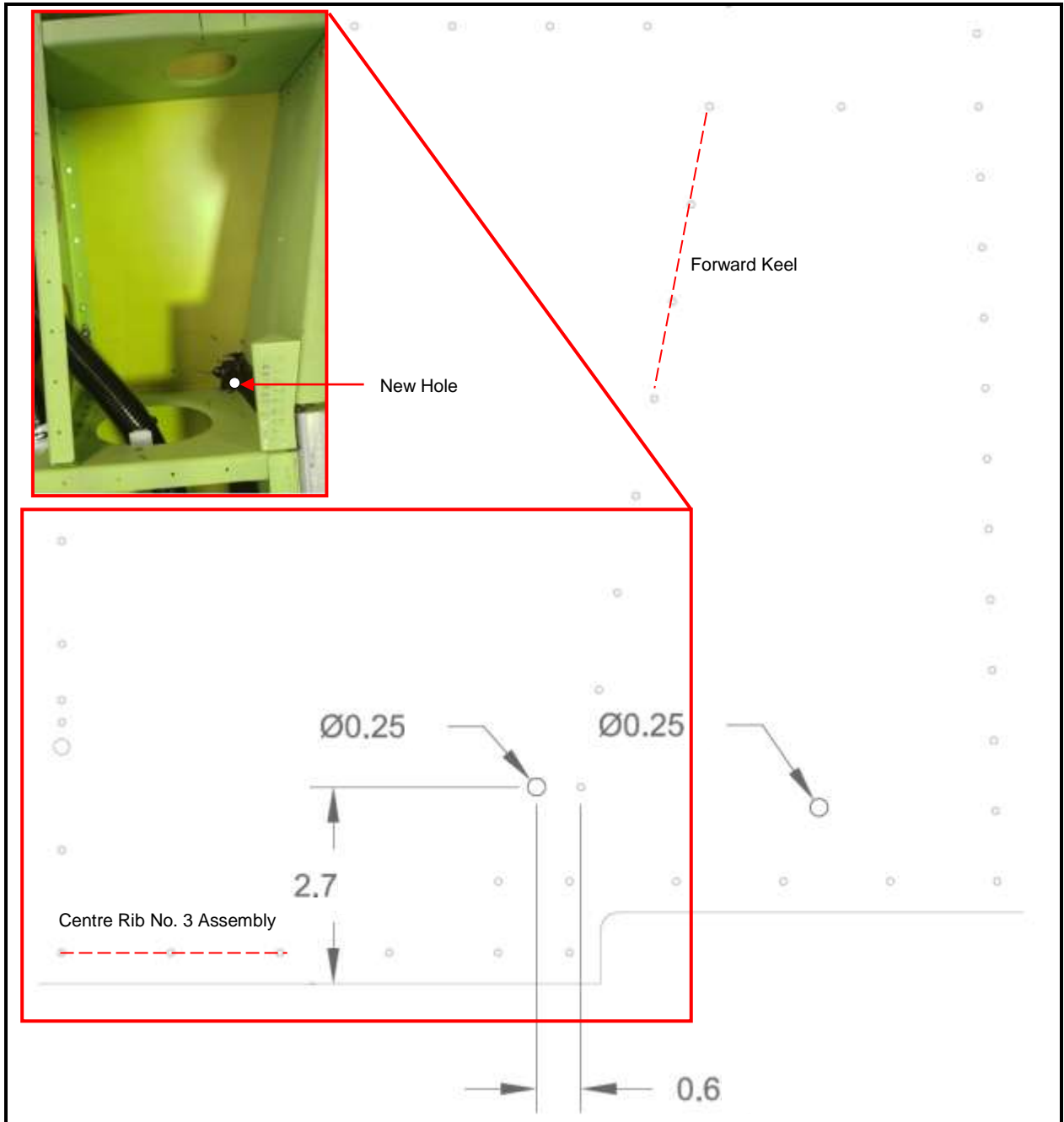


Figure 5: Hole 3
(Belly skin shown from above; floor skin removed for clarity)

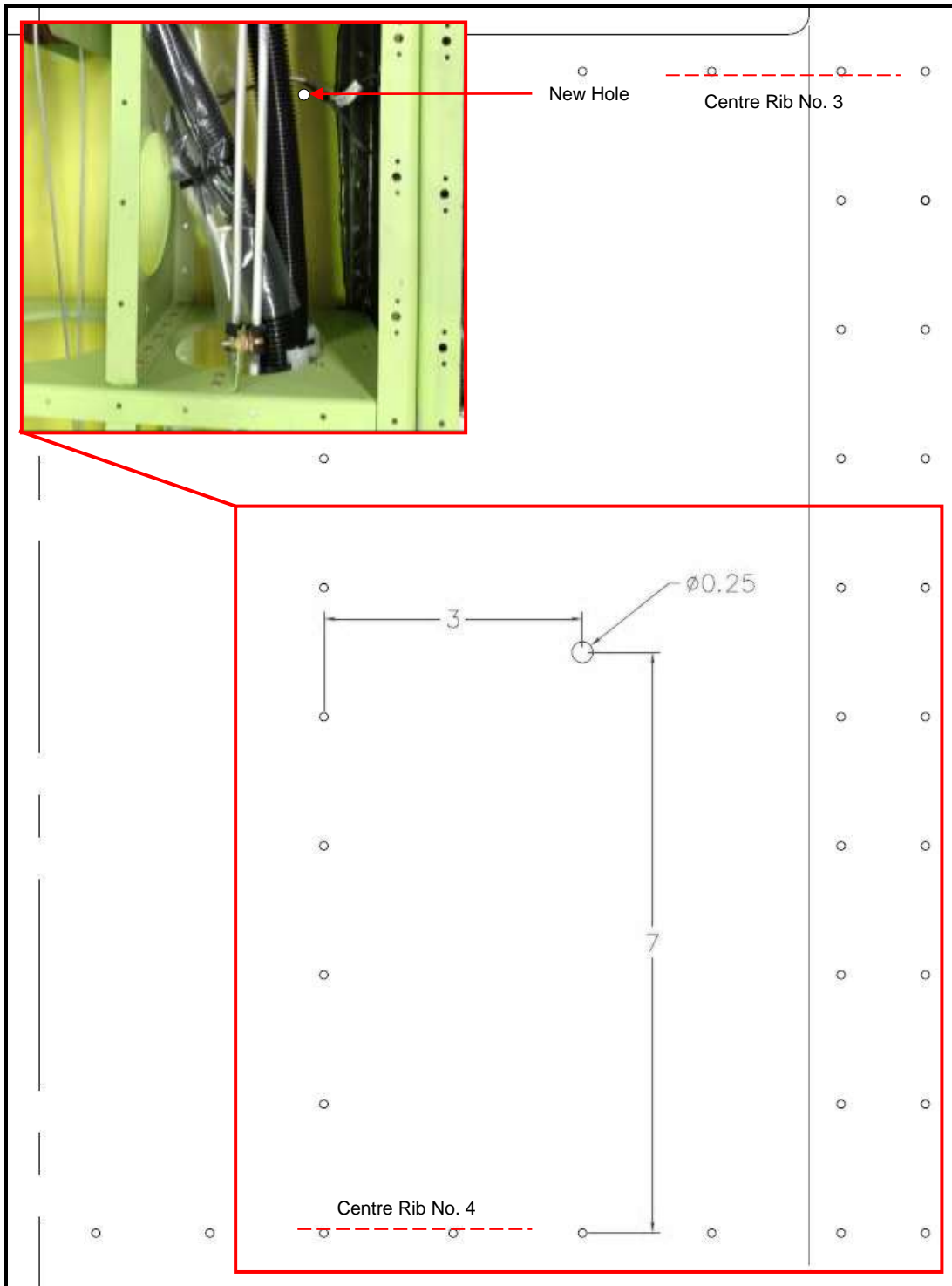


Figure 6: Hole 4
(Belly skin shown from above; floor skin removed for clarity)

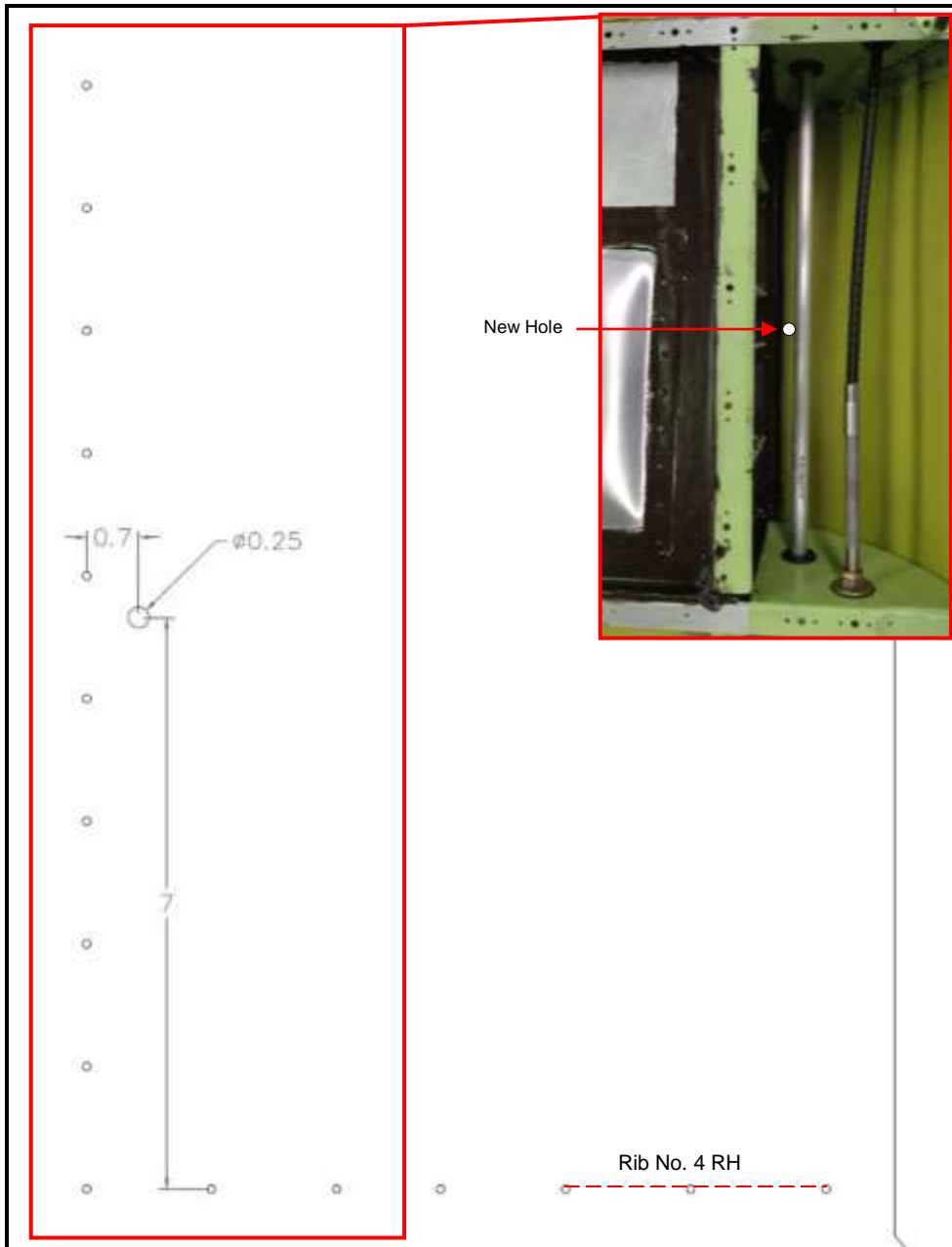


Figure 7: Hole 5
(Belly skin shown from above; floor skin removed for clarity)

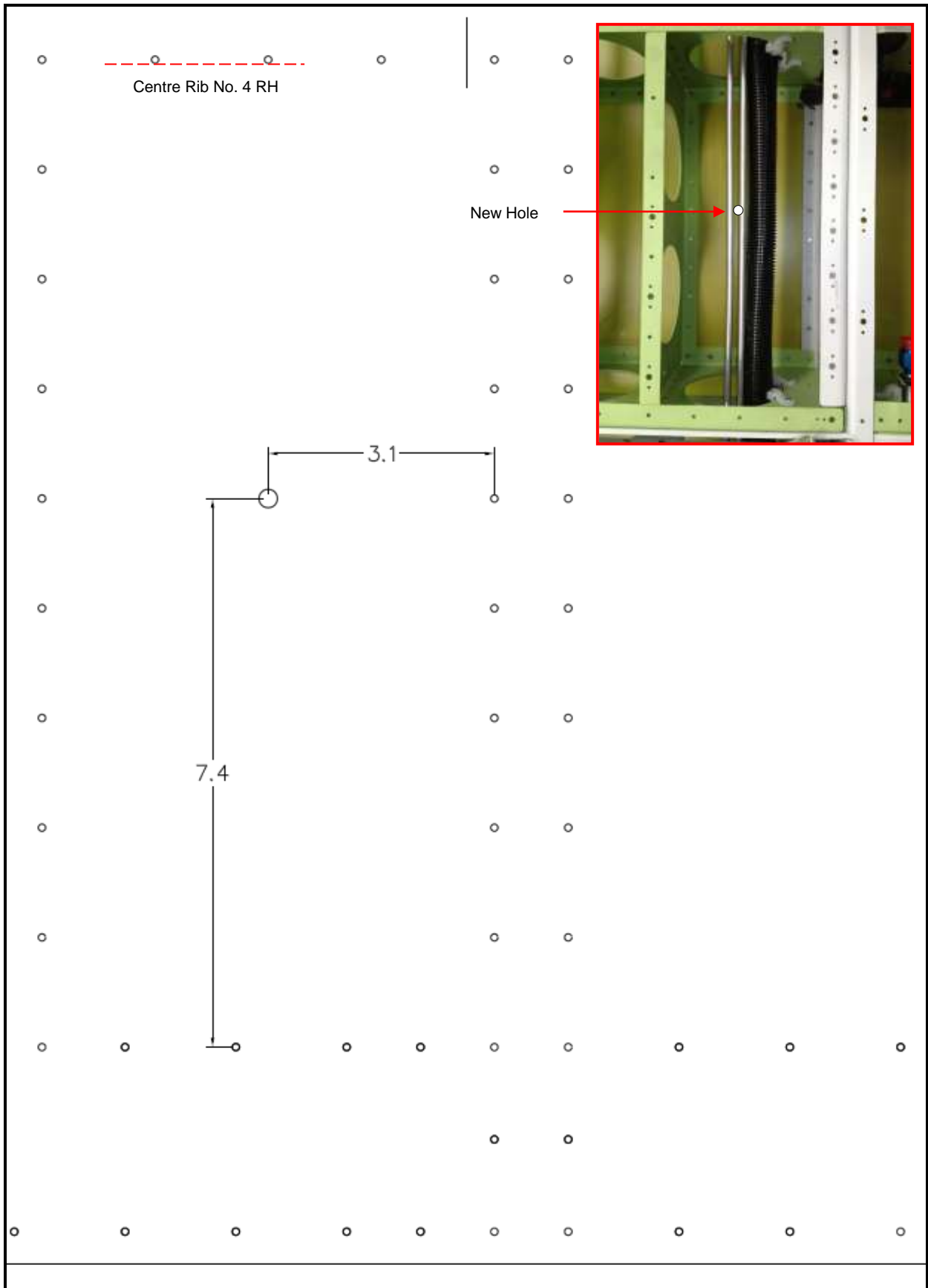


Figure 8: Hole 6
(Belly skin shown from above; floor skin removed for clarity)

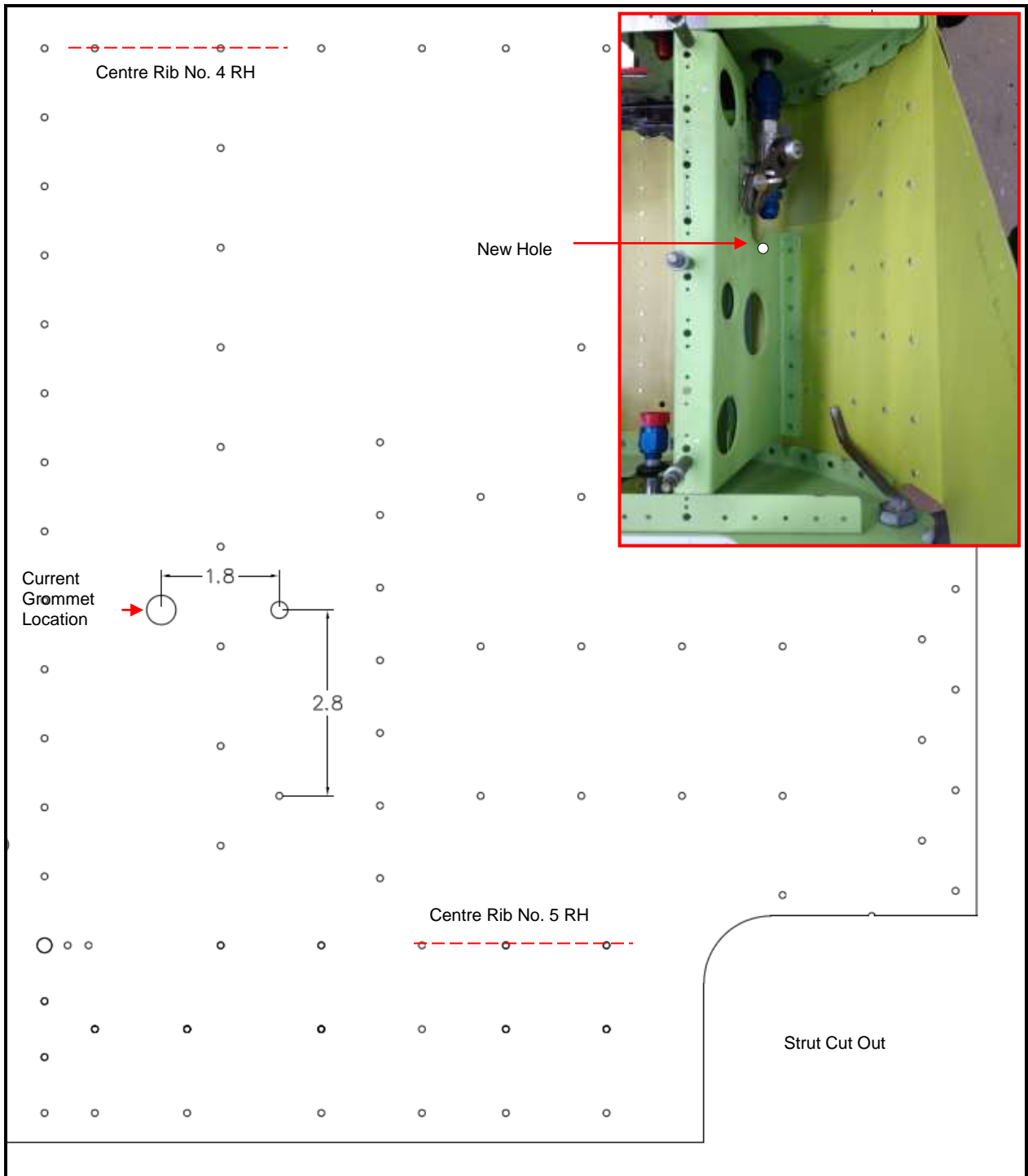


Figure 9: Hole 7
(Belly skin shown from above; floor skin removed for clarity)

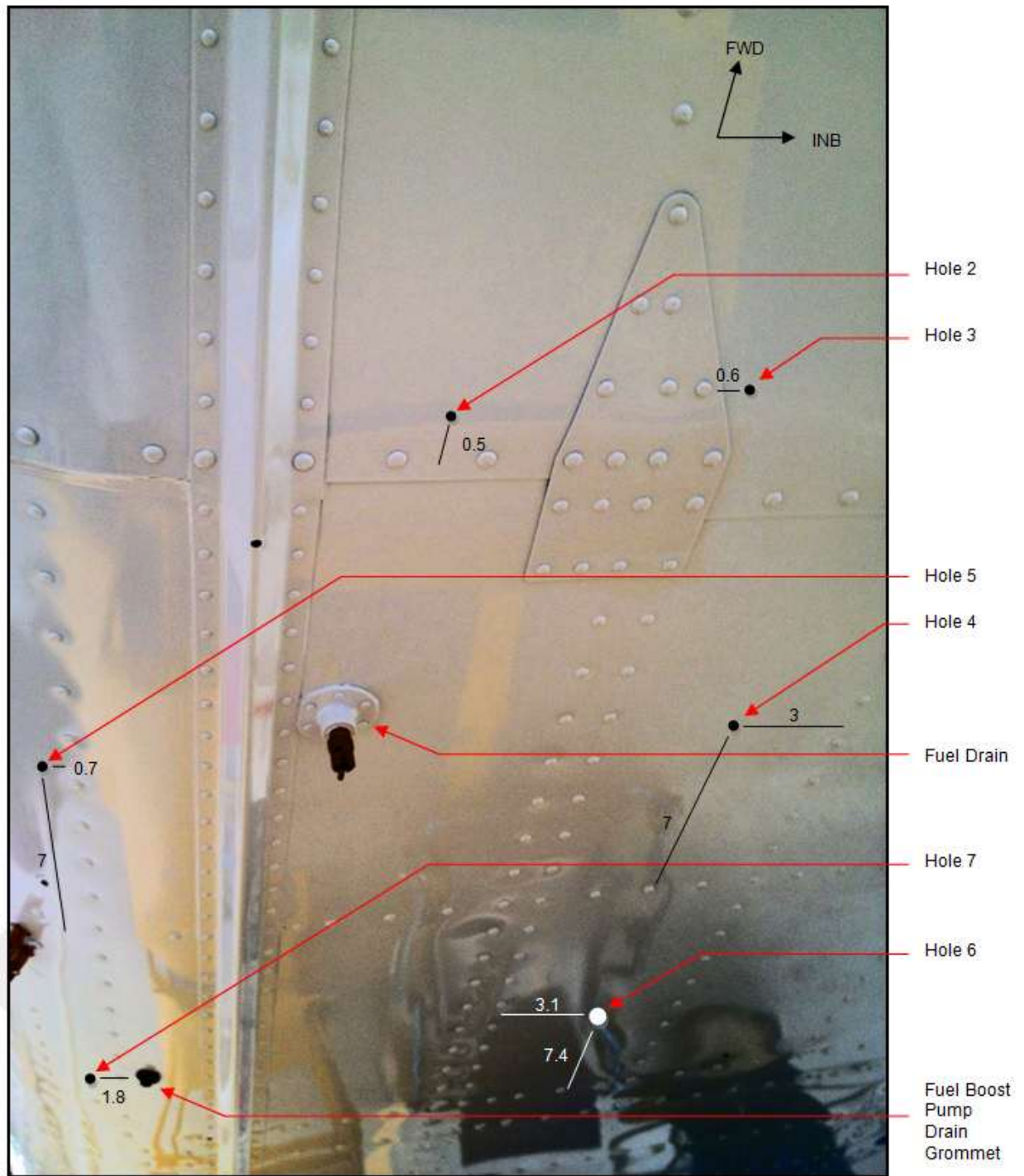


Figure 10: Hole Locations Viewed from Bottom of Belly Skin (Dimensions in inches)

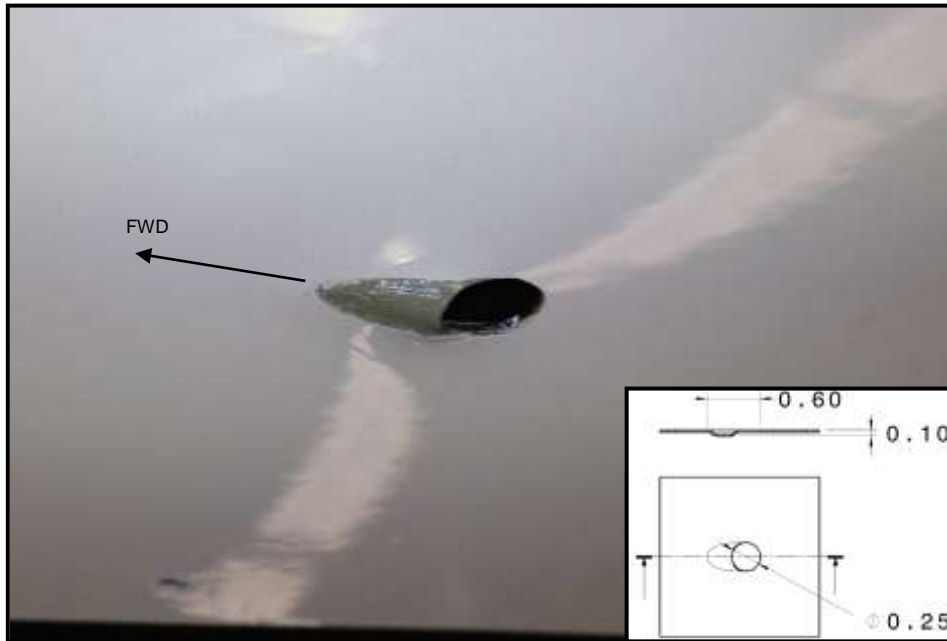


Figure 11: Fluted Hole (Dimensions in inches)

NOTE:

Measurements referred in Figure 11 are approximate and shall be used as a reference only.

Instructions (Part 2): Cargo Pod Guard Installation

Item	Part Number	Description	Qty
Kit SB-GA8-2012-96-1			
1	GA8-255014-037	Cargo Pod Guard	1
2	AN525-832R8	Screw	7
3	MS35489-13	Grommet	1
4	GA8-255024-073	Drain Hose	1

The following instructions are applicable to aircraft fitted with a cargo pod (GA8-255004-017 or GA8-255004-019):

24. Remove cargo pod from aircraft, retain all hardware and:

- a. A fuel drain compartment must be installed in the front right section of the cargo pod. The compartment will comprise of a sheet metal cargo pod guard (GA8-255014-037) with a silicon edge seal (GA8-255024-075, GA8-255024-077).
- b. The cargo pod fuel guard (GA8-255014-037) and edge seals (GA8-255024-075, GA8-255024-077) should be obtained from GippsAero.
- c. Align the cargo pod fuel guard within the cargo pod. The left guard wall should be aligned with the right forward attachment hole. The right guard wall must be aligned with the 3rd right forward attachment hole. Confirm that hole 6 will drain within the cargo pod guard. Trim cargo pod guard to suit internal geometry of cargo pod (only if required). See Figure 12.
- d. Drill \varnothing 3/16" holes in cargo pod at anchor nuts on cargo pod fuel guard flanges.

WARNING:

PR-1422 ACCELERATORS CONTAIN HEAVY METAL PEROXIDES. KEEP AWAY FROM HEAT AND FLAME. USE ONLY IN A WELL-VENTILATED AREA. AVOID SKIN AND EYE CONTACT. WEAR EYE PROTECTION. IN CASE OF EYE CONTACT, FLUSH GENEROUSLY WITH WATER AND GET PROMPT MEDICAL ATTENTION.

NOTE:

The optimum temperature for the application of PR-1422 sealant is 21°C \pm 3°C (70°F \pm 5°F). For every 10°F (5.6°C) rise in temperature, application life reduces by a half, and for every 10°F (5.6°C) drop it is doubled. High humidity at the time of mixing shortens application life.

- e. Clean all surfaces to be sealed with a cleaning solvent and a clean, lint free cloth.
- f. Apply a bead of sealant (PR-1422, Class B) along lower flanges of cargo pod fuel guard. Enough sealant must be applied so that it will squeeze out around the joint when the parts are finally fastened together.
- g. Align cargo pod fuel guard with holes and fasten with screws (AN525-832R8).

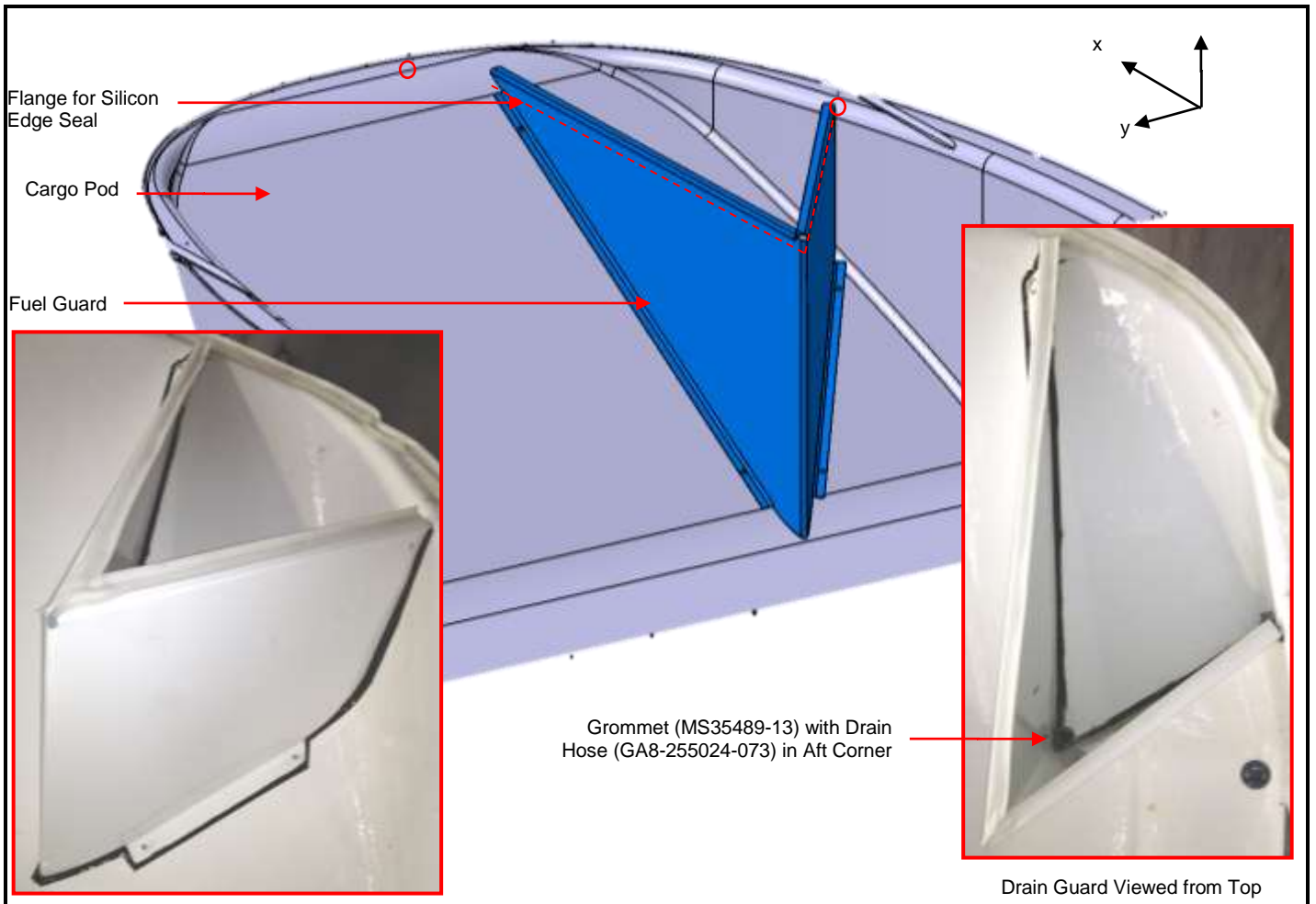


Figure 12: Cargo Pod Fuel Guard Installation

- h. Apply additional sealant to all boundaries, as well as any other area between the cargo pod fuel guard and cargo pod that could cause a fuel leak.
- i. Allow sealant/adhesive to cure.
- j. Use 100% silicon neutral cure sealant/adhesive to glue the fuel guard edge seals (GA8-255024-075, GA8-255024-077) to the top cargo pod fuel guard flange, trim to suit.
- k. Drill $\text{\O}0.750$ " hole for drainage in cargo pod at aft corner of fuel drain compartment, deburr the hole ensuring no sharp edges remain, Figure 12.
- l. Line the hole using the grommet (MS35489-13), Figure 12.
- m. Fit drain hose (GA8-255024-073) to grommet with Loctite 406 (or equivalent) adhesive. Trim hose flush with top of grommet and protruding slightly from the bottom of the cargo pod, facing aft trimmed at a 45° angle, Figure 13.

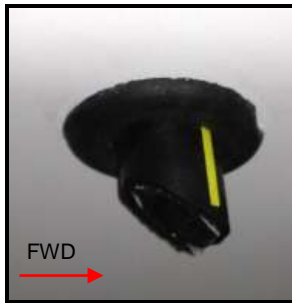


Figure 13: Drain Hole of Cargo Pod Fuel Drain Compartment

- n. Attach cargo pod to aircraft using hardware retained.
- o. After the cargo pod is installed on the aircraft confirm that there are no gaps between the cargo pod and the fuselage belly skin.

NOTE:

If part 1 and part 2 instructions are applicable they must be incorporated simultaneously.

Instructions (Part 3): Supplementary Fuel Ventilation Modifications

The aim of Part 3 of this Service Bulletin is to ensure proper ventilation of the area around the integral sump tank. The instructions in Part 3 will isolate this area from surrounding underfloor structure, and draw air and any fuel vapour out through holes in the fuselage belly skin that are covered with venturi vents.

Item	Part Number	Description	Qty
Kit SB-GA8-2012-96-2			
1	GA8-532025-069	Wing Strut Cover	1
2	GA8-532025-067	Venturi Vent	2
3	GA8-532015-015	Disk Assy 4.75"	3
4	GA8-532015-017	Disk Assy 2.75"	1
5	GA8-532015-011	Rib #5 OutBd Cover Assembly	1
6	GA8-532015-013	Rib #5 InBd Cover Assembly	1
7	GA8-532015-019	Inspection Panel Assembly	2
8	AN960-8	Washer	1
9	MS21042-08	Nut	1
10	AN525-832R6	Screw	1
11	398FRP	3M™ Glass Cloth Tape	35"
12	Dow Corning 747	Sealant	1 tube
13	Sikaflex 227	Sealant	1 tube

Parts for Local Procurement (not supplied in Kit)

14	PR1422 Class B	Sealant	1 tube
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WARNING:

READ THE APPLICABLE MATERIAL SAFETY DATA SHEET (MSDS) FOR ANY MATERIAL/CONSUMABLE USED DURING THE ACCOMPLISHMENT OF THIS SERVICE BULLETIN AND EMPLOY ANY RECOMMENDED PERSONAL PROTECTIVE EQUIPMENT (PPE) CONTAINED THEREIN.

CAUTION:

FOR THE SYSTEM TO WORK AS TESTED, IT IS IMPORTANT THAT EACH PART OF THE FUSELAGE SKIN OR UNDERFLOOR STRUCTURE IDENTIFIED IN THE FOLLOWING SECTIONS BE SEALED TO PREVENT AIR AND ANY FUEL VAPOUR FROM ESCAPING INTO AREAS THAT ARE NOT PROPERLY VENTED.

NOTE:

The procedures outlined in the following sections have been successfully completed on a test aircraft at GippsAero, however if the installer deems it necessary to add more sealant or Tape than is described to suit any particular aircraft, this is acceptable. The achievement of proper seals is the aim of this Service Bulletin part.

Wing Strut and Fuselage Fairing

1. Remove the screws attaching the RH Wing Strut/Fuselage Fairing.
2. Slide the fairing up the strut away from the strut-fuselage root area.
3. Install the Wing Strut Cover (Item 1) over the RH Wing strut and against the fuselage. Align so that the curvature of the Wing Strut Cover will match fuselage curvature.
4. Trim Wing Strut Cover, if required, to avoid fouling on bolt heads or tails on the wing strut.
5. Drill a hole with an 11/64" drill to a diameter of 0.172", in the location where the two free ends on the Wing Strut Cover overlap, ensuring 2D edge distance is maintained. See Figure 14.

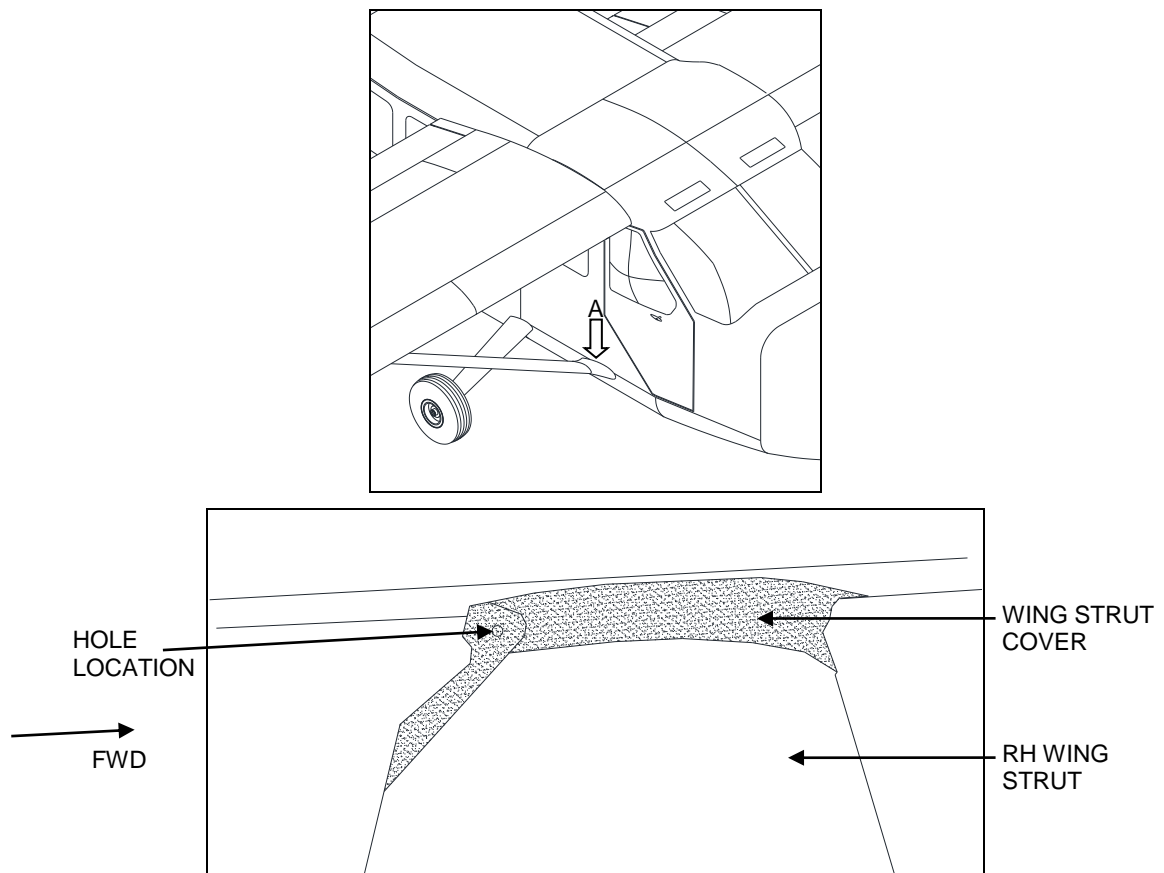


Figure 14: View A: RH Wing Strut and Wing Strut Cover

6. Remove the Wing Strut Cover.

NOTE:

The Wing Strut Cover is designed to prevent air and fuel vapour from escaping from the wing strut attachment area. Sealant applied to the Wing Strut Cover is designed to act as a seal and shall not adhere to the fuselage skin. Use a generous amount of grease to prevent sealant from adhering to the skin.

7. Apply a film of multi-purpose grease to the fuselage in the area covered by the Wing Strut Cover when installed.

8. Apply a continuous bead of Sealant (Item 13) to the surface of the Wing Strut Cover that mates with the fuselage in the area shown in Figure 15.

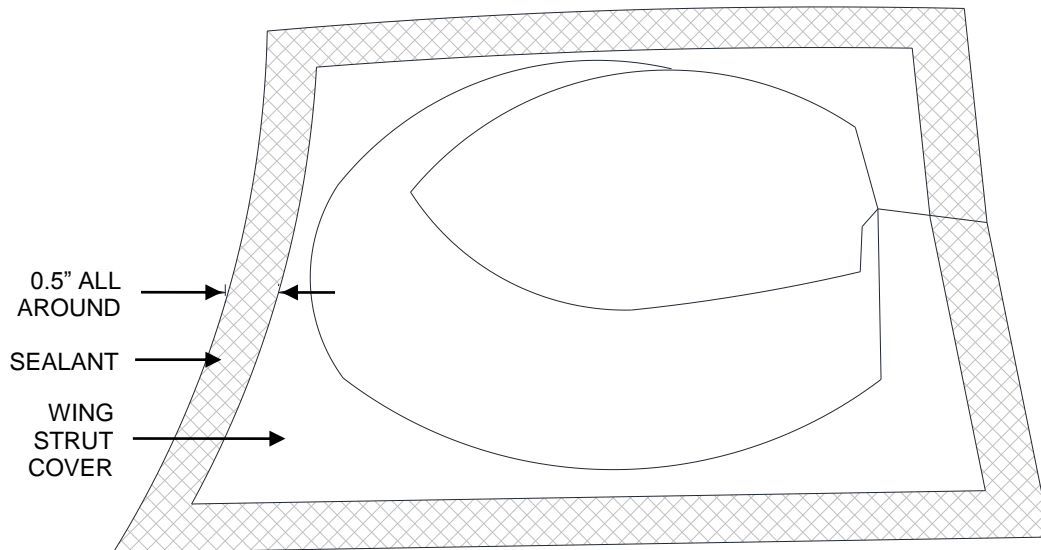


Figure 15: Sealant Application for Wing Strut Cover

9. Install the Wing Strut Cover over the RH Wing Strut and slide against the fuselage. Apply firm pressure so that sealant seeps out beyond the Wing Strut Cover boundary on all sides. Remove excess sealant.
10. Fasten Wing Strut Cover using a screw (Item 10), washer (Item 8) and nut (Item 9).
11. Apply pressure to hold the Wing Strut Cover in place until sealant cures. For minimum curing times, consult sealant manufacturer's data.
12. After sealant has cured, remove Wing Strut Cover.
13. Carefully remove any grease and excess sealant from the fuselage.
14. Install the Wing Strut Cover firmly against the fuselage to ensure adequate seal.
15. Install screw (Item 10), washer (Item 8) and nut (Item 9).
16. Slide the RH Wing Strut-Fuselage Fairing over the Wing Strut Cover, and install using existing fasteners.

Cockpit Belly Skin and Venturi Vents

1. Remove co-pilot seat, if installed, in accordance with GA8/GA8-TC 320 Service Manual Sections 25-10-02 and 25-10-01.
2. Create a penetration, with a diameter of 0.500", in the Aft Cockpit Belly Skin in the location defined in Figure 16.

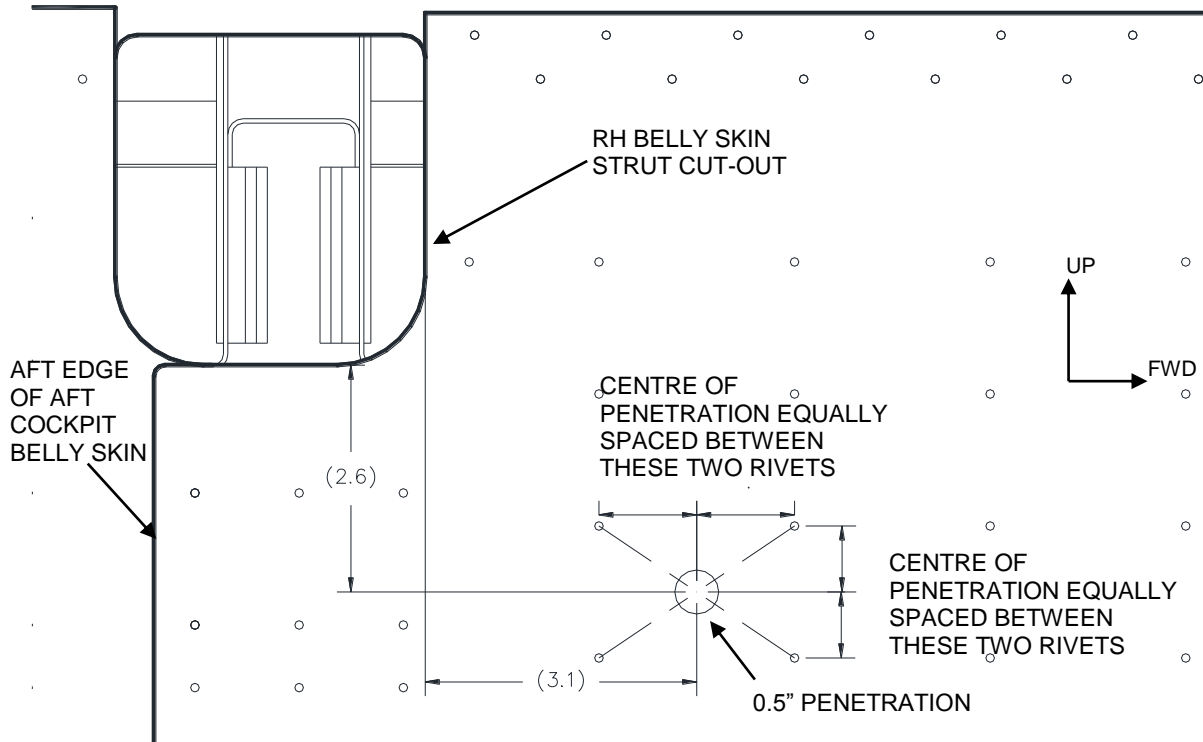


Figure 16: Hole location
View of RHS of fuselage looking inboard

3. Create a penetration, with a diameter of 0.500" in the Fwd Cockpit Belly Skin forward of the co-pilot step in the location defined in Figure 17.

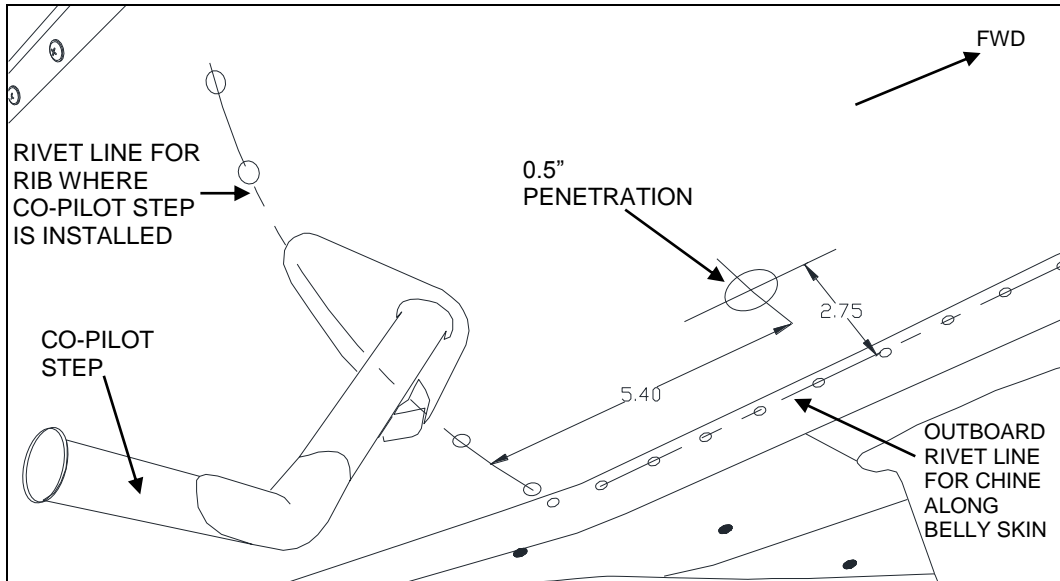


Figure 17: Location of hole on Fwd Cockpit Belly skin

4. De-burr the edges of the two penetrations and finish each edge with a ScotchBrite® pad or similar to achieve a smooth surface finish.
5. Apply a chromate conversion coating to the edges of the two penetrations in accordance with MIL-DTL-5541F, or later approved revision, or using an Alodine® Touch-N-Prep® pen in accordance with manufacturer's instructions.
6. Apply a coat of primer which conforms to MIL-PRF-22337F (or approved later revision) or FED-SPEC-TT-P-1757B (or later approved revision) to the edges of the two penetrations. Allow to dry.
7. Clean the external belly skin area, to a diameter of 2.5" around the centre of the two penetrations, using a solvent cleaner and lint free cloth. Wipe the surface dry using a clean lint free cloth.
8. Apply a continuous, narrow bead of Sealant (Item 14) to the flat side of the Venturi Vent (Item 2). Ensure no sealant enters the raised part of the Venturi Vent.
9. Install Venturi Vent over each of the two penetrations, with orientation as shown in Figure 18. Remove any excess sealant.
10. Support Venturi Vents in place until sealant has cured. For minimum curing times, consult sealant manufacturer's data.

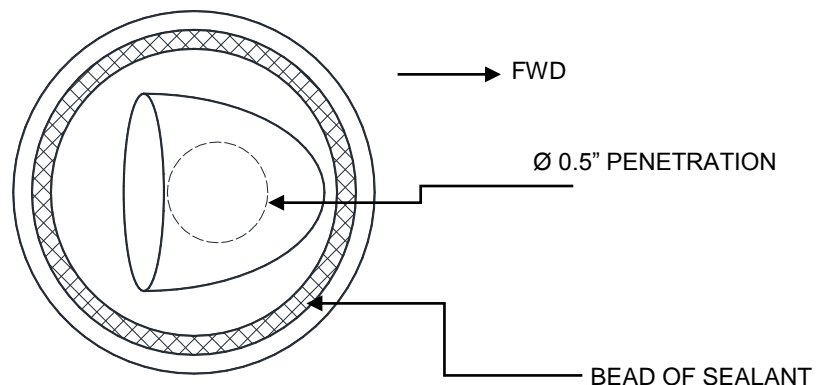


Figure 18: Venturi Vent

RHS Centre Console Ribs

1. Remove floor coverings and floor inspection panels to gain access to Floor Rib#5 and the RH Centre Console Ribs. See Figure 19.

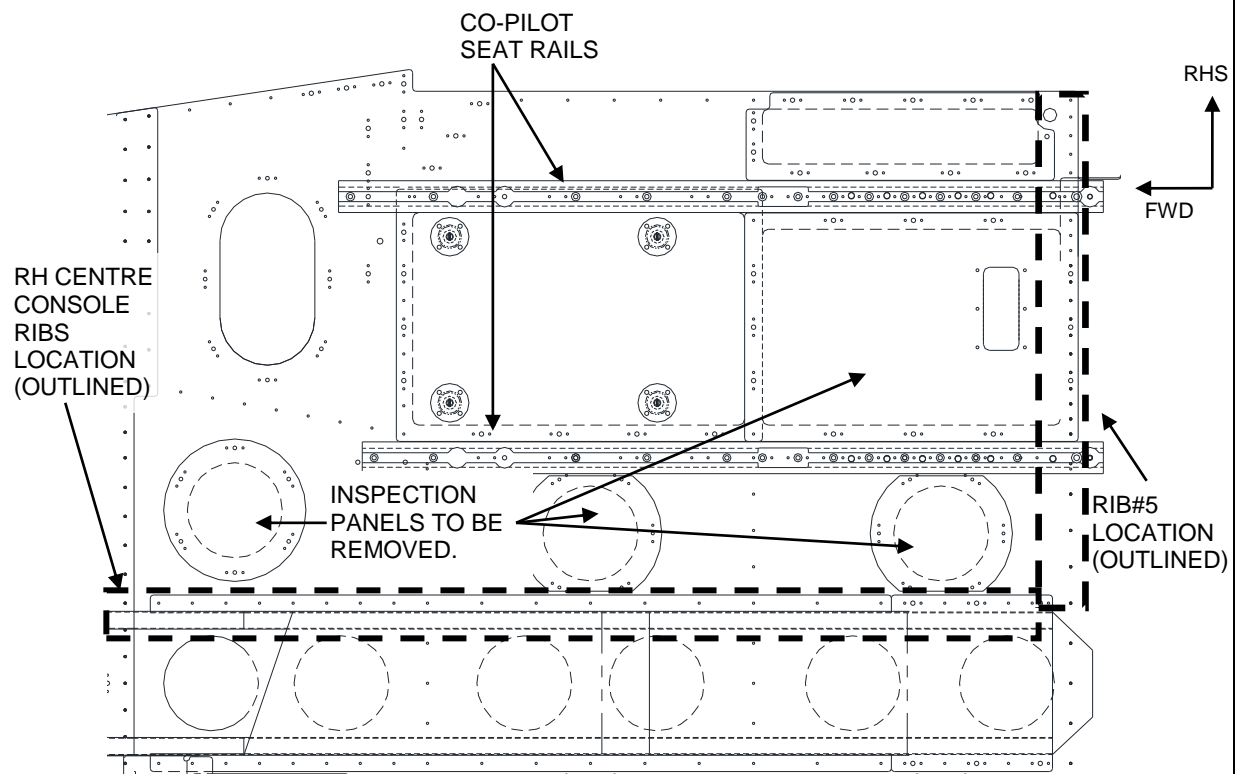


Figure 19: Inspection panels to be removed
View of cockpit floor from above

2. Clean around the lightening holes on the outboard surface of the RH Console Ribs where the Disk Assemblies are to be installed, shown in Figures 20 and 21, using a solvent cleaner and lint free cloth. Wipe the surface dry using a clean lint free cloth.
3. Apply Sealant (Item 12) on the outboard surface of the RH Centre Console Ribs, around the edge of each lightening hole flange identified in Figure 20 and shown in Figure 21. Apply a continuous seam of sealant around the entire circumference using a spatula or similar, ensuring the seam is at least 0.250" proud of the rib web.
4. Install three Disk Assy 4.75" (Item 3) and one Disk Assy 2.75" (Item 4) on the outboard surface of the RH Centre Console Ribs by pinching the upper and lower ends of the springs and pushing the springs through the lightening holes. Ensure spring is aligned vertically. See Figures 20 and 21.

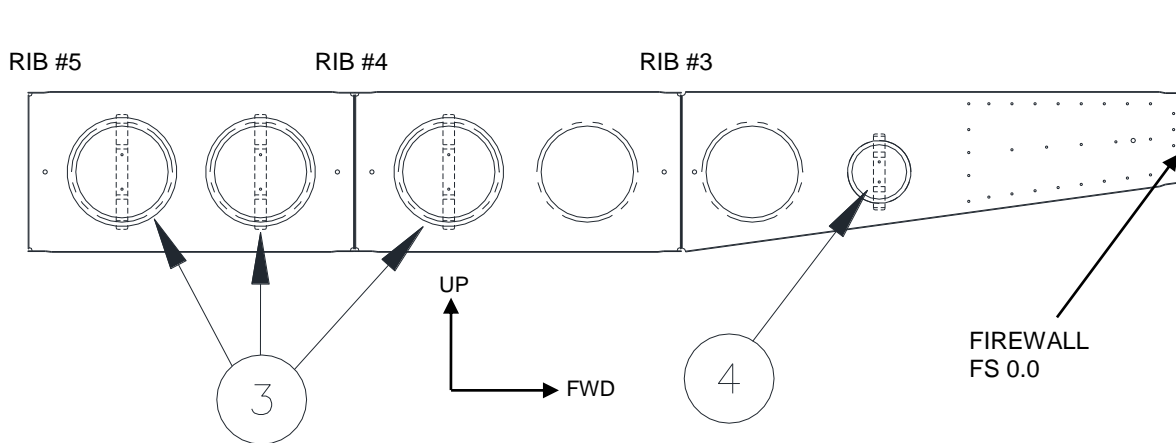


Figure 20: Disk installation on RH Console Ribs
View from RH side on RBL 3.0"

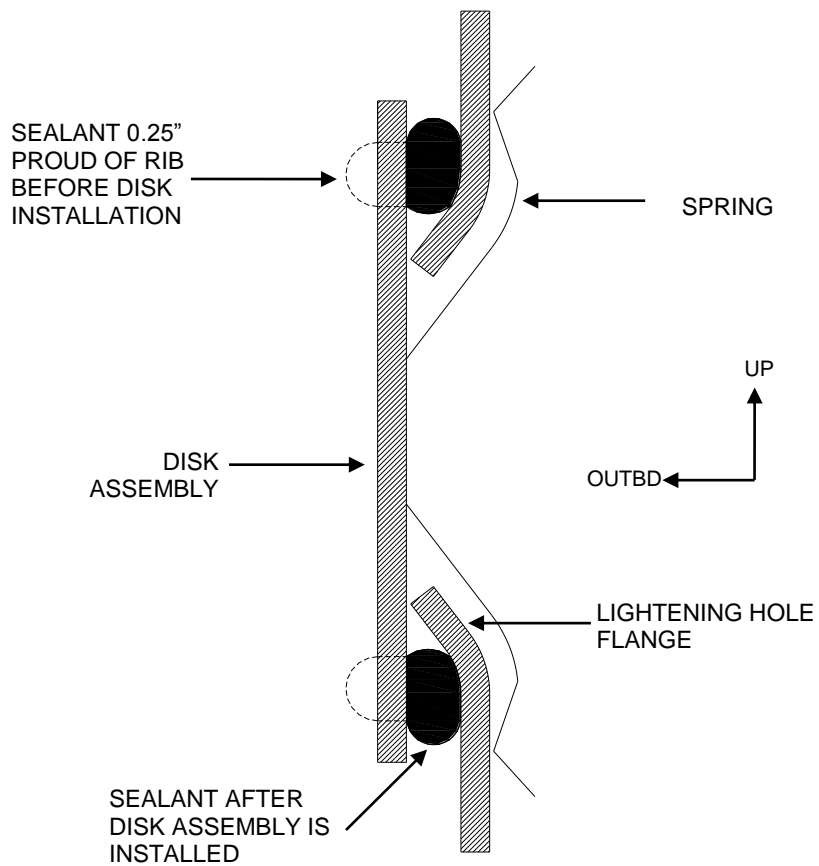


Figure 21: Disk installation to RH Console Rib

5. Support the Disk Assemblies in place until sealant has cured. For minimum curing times, consult sealant manufacturer's data.
6. Seal any accessible vacant holes of 0.500" diameter or less, on the web of the RH Console Ribs, using Sealant (Item 12).

RHS Rib #5

1. Clean around the lightening holes on the forward surface of Rib #5, shown in Figure 22, using a solvent cleaner and lint free cloth. Wipe the surface dry using a clean lint free cloth.
2. Open the Rib #5 Outbd Cover Assembly (Item 5) and remove grommet.
3. Install the grommet around the fuel line which passes through the RH Rib#5 outboard lightening hole.
4. Apply Sealant (Item 12) on the outboard surface of RH Rib #5, around the outboard lightening hole flanges as shown in Figure 23. Apply a continuous bead of sealant around the entire circumference using a spatula or similar, ensuring the bead is at least 0.250" proud of the rib web.
5. Close the Rib #5 Outbd Cover Assembly over the grommet and press the assembly against the lightening hole flange. See Figures 22 and 23.

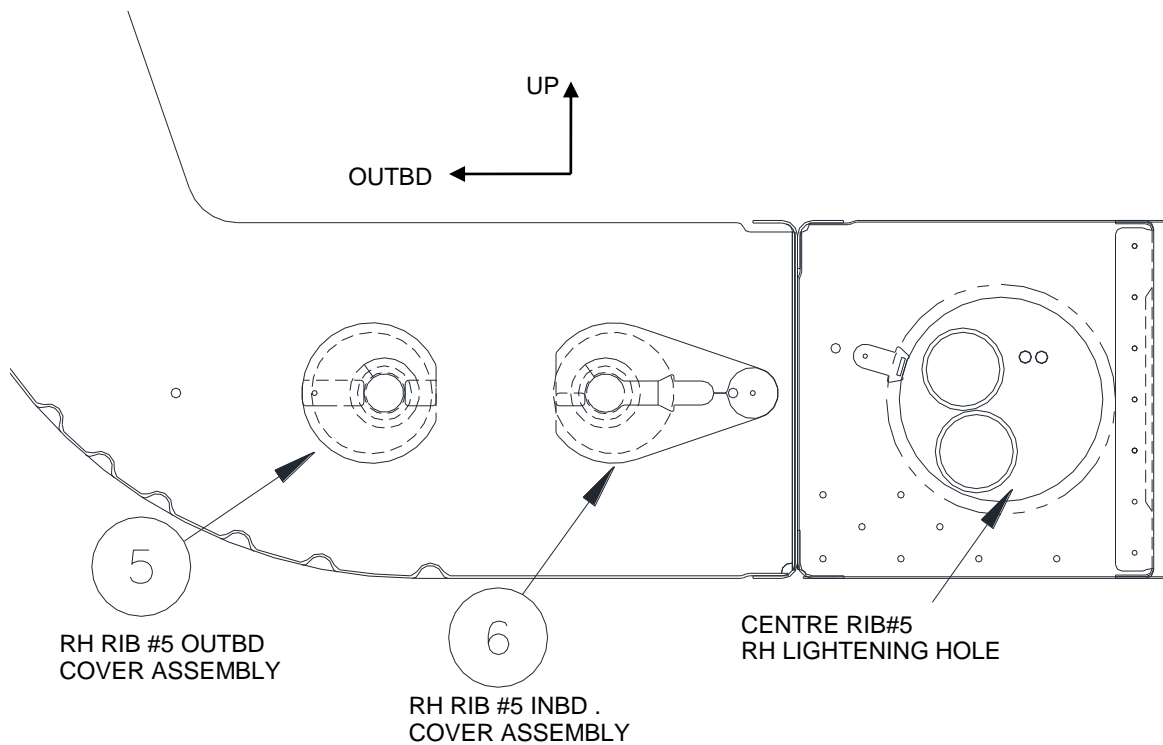


Figure 22: Rib#5 Outbd and Inbd Cover Assy Installations
View looking aft at Rib #5

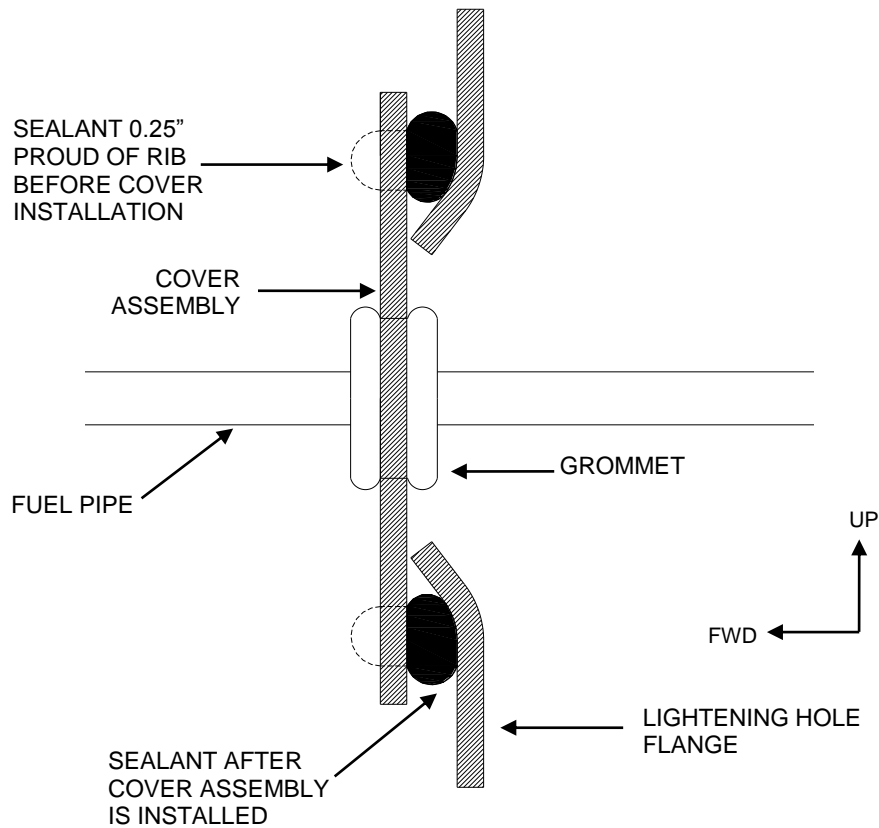


Figure 23: Installation of Cover Assembly to RH Rib #5

6. Support the Rib #5 Outbd Cover Assembly in place until sealant has cured. For minimum curing times, consult sealant manufacturer's data.
7. Open the Rib #5 Inbd Cover Assy (Item 6) and remove grommet.
8. Install grommet over fuel line through inboard lightening hole.
9. Apply Sealant (Item 12) on the outboard surface of RH Rib #5 around the inboard lightening hole flange as shown in Figure 23. Apply a continuous bead of sealant around the entire circumference using a spatula or similar, ensuring the bead is at least 0.250" proud of the rib web.
10. Install the Rib #5 Inbd Cover Assy over the cable keeper and grommet. If required, remove as little material as possible from the Rib#5 Inbd Cover Assy to avoid assembly fouling on the cable keeper when closing assembly around the grommet.
11. Close the Rib #5 Inbd Cover Assy over the grommet and press the assembly against the lightening hole flange. See Figures 22 and 23.
12. Support the Rib #5 Inbd Cover Assembly in place until sealant has cured. For minimum curing times, consult sealant manufacturer's data.

NOTE:

To ensure proper ventilation of the area around the Integral Sump Tank, as much air as possible must be prevented from passing through the Centre Rib #5 RH Lightening Hole. Wiring conduits and solid fuel lines which pass through this Lightening Hole make sealing the hole by a permanent means difficult. The following are guidelines and the installer may use his/her discretion as to how to best cover and seal the Lightening Hole using the supplied Tape; lengths of Tape may be shaped to suit the diameters of the conduits and may be applied to the conduits and fuel lines themselves.

13. Clean around the edges of the Centre Rib #5 RH Lightening Hole using a cleaning solvent and clean, lint free cloth. If Tape is to be applied to fuel lines and conduits, clean affected areas with a cleaning solvent and a clean, lint free cloth.
14. Cover the Centre Rib #5 RH Lightening Hole identified in Figure 22 by applying lengths of Glass Cloth Tape (Item 11) across the orifice and around the conduits and fuel lines. Ensure the lengths of Tape extend past the edge of the Lightening Hole by at least 1", and that the Tape lengths overlap each other by at least 0.5".
15. Seal any accessible vacant holes of 0.500" diameter or less, on the web of RH Rib #5 or Centre Rib #5, using Sealant (Item 12).

Inspection Panel Assembly installation

1. Place Inspection Panel Assembly (Item 7) over the two floor inspection holes immediately inboard of the Sump Tank and the Fuel Pump Inspection Panel Area. See Figure 24.
2. Install Inspection Panel Assemblies using existing screws.

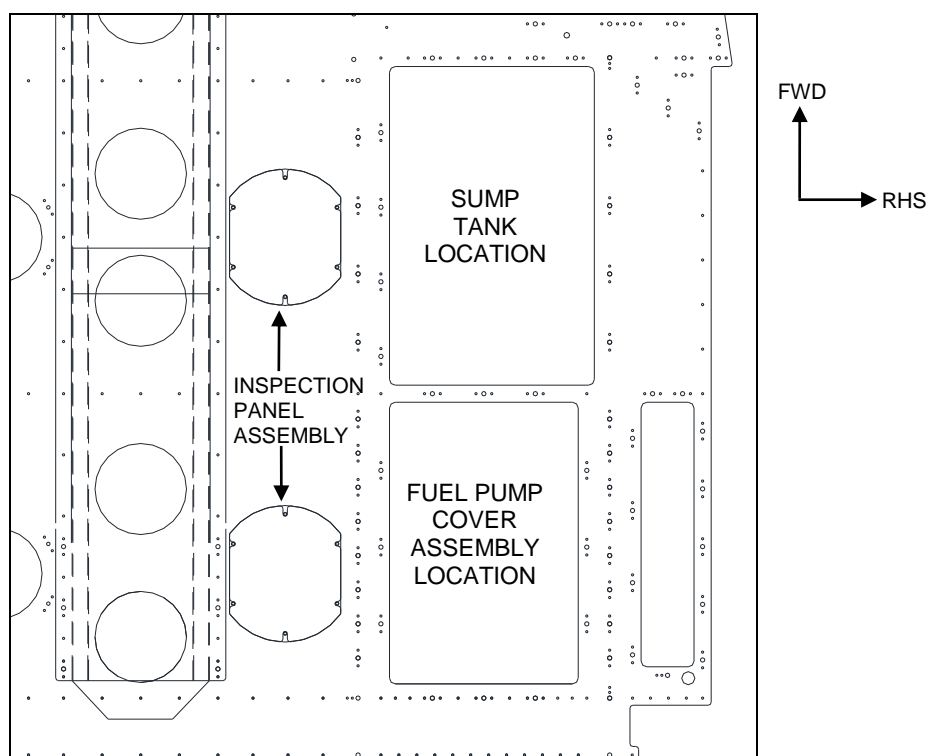


Figure 24: Inspection Panel Assembly Installation

Aircraft Return to Service

3. Install removed floor access panels.
4. Install removed floor coverings.
5. Install Co-Pilot seat, if required, in accordance with GA8/GA8-TC 320 Service Manual Sections 25-10-02 and 25-10-01.

Weight and Balance:

The weight and balance record shall be amended to include the following weight and balance data following the incorporation of this Service Bulletin.

Incorporation of the Fuel Drain Guard in Part 2 of this Service Bulletin adds 0.94 lbs (0.425 kg) at 38 in (965 mm) as indicated below:

		Weight (lb)	Arm (in)	Index (in-lb)
Kit SB-GA8-2012-96-1	Fuel Drain Guard Installation	0.94	38	35.72

Incorporation of Part 3 of this Service Bulletin adds 0.29 lbs (0.13 kg) at 40.8 in (1036 mm) as indicated below:

		Weight (lb)	Arm (in)	Index (in-lb)
Kit SB-GA8-2012-96-2	Fuel Ventilation Modification	0.29	40.8	11.83

Continuing Airworthiness:

Please refer to Service Manual Supplement C05-96-24.

Compliance Notice:

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

References:

Should you require more information please contact GippsAero Customer Support Department:

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Email: aircraft.support@mahindraaerospace.com

DOCUMENT COMPLIANCE NOTICE



A Mahindra Aerospace Company

Document:

SB-GA8-2012-96

Issue 6

Aircraft Serial Number: _____

Cargo Pod Serial Number: _____

Aircraft Registration: _____

Incorporation Date: _____

Incorporated by: _____

*I certify that SB-GA8-2012-96 Issue 6 Instructions **Part 1** has been incorporated in the aircraft specified in this Document Compliance Notice*

Signed

*I certify that SB-GA8-2012-96 Issue 6 Instructions **Part 2** has been incorporated in the aircraft specified in this Document Compliance Notice*

Signed

*I certify that SB-GA8-2012-96 Issue 6 Instructions **Part 3** has been incorporated in the aircraft specified in this Document Compliance Notice*

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