



**United Kingdom
Civil Aviation Authority**

MPD No: 2001-002 R2

Issue Date: 15 February 2002

MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2001-002 R2 CFM

Subject: Cracking of tailplane spar leading edge spigot tubes.

Applicability: CFM Shadow, Streak Shadow and Star Streak Series aeroplanes.

Reason: A case has been reported of cracks developing in the male front spar spigot tube of the leading edge of the tailplane. This can result in disconnection of the front spar and loss of control of the aeroplane. Six months of feedback following the issue of the original Service Bulletin dated 15 May 2001, have revealed that the damage was likely to have been sustained as an isolated incident. As a result the Service Bulletin has been raised to issue 2, dated 15 November 2001 to reflect this information.

Compliance: At each routine inspection including pre-flight checks and at intervals not exceeding 20 flying hours, carry out the inspection/rectification action detailed in the Accomplishment Instructions of CFM Service Bulletin No 14 Issue 2 from the effective date of this MPD revision.

CFM Service Bulletin No 14 Issue 2 can be obtained from:

CFM Aircraft Ltd
Unit 2D, Eastlands Industrial Estate
Leiston
Suffolk
IP16 4LL

Tel: 01728 832353
Fax: 01728 832944
e-mail: HQ@cfm-aircraft.co.uk

Record compliance with this MPD in the aircraft log book.

The original MPD became effective on 15 May 2001 and Revision 1 became effective on 23 July 2001. Revision 2 becomes effective on 18 February 2002.

Enquiries regarding this MPD should be made to United Kingdom Civil Aviation Authority, Applications and Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR
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