# Airworthiness Directive Schedule

## Aeroplanes

## Cessna 500

## 27 May 2010

**Notes**

1. This AD schedule is applicable to Cessna 500 aircraft, manufactured under Federal Aviation Administration (FAA) Type Certificate No. A22CE.
2. As there are no aircraft of this type currently registered in New Zealand this AD schedule is not being maintained. The schedule will be reactivated once the New Zealand Civil Aviation Authority receives an application to register an aircraft of this type. At that time the applicable ADs will include all those published by the state of design (FAA).
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

## Contents

**DCA/CESS500/1 Airworthiness Directive Compliance at Initial C of A Issue**

**Applicability** All Model 500

**Requirement:** Compliance with the following Airworthiness Directives (as applicable) is required:

FAA Airworthiness Directives

| | |
|---|---|
| 73-26-09 | Cracks in Flt Compartment Windows |
| 79-12-06 | Upper & Lower Spar Cap Stems |
| 80-09-09 | Dual Flight Director Installation |
| 93-05-15 | Thrust Reverser Throttle Load Limiter |

**Compliance:** Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.

**Effective Date:** 15 March 1996

**DCA/CESS500/2 Air Conditioning Outflow/Safety Valve - Replacement**

**Applicability** Model 500 equipped with Allied Signal outflow/safety valves identified in Allied Signal SB 103576-21-4056.

**Requirement:** To prevent cracking and subsequent failure of the outflow /safety valves, which could result in rapid decompression of the aircraft, accomplish the following:-

1. No outflow/safety valve having a P/N and S/N identified in Allied Signal SB 103576-21-4056 shall be installed, unless that valve is considered to be serviceable per SB103576-21-4056.

2. Replace the outflow/safety valve per SB 103576-21-4056.

(FAA AD 95-25-10 refers)

**Compliance:** 1. From 15 March 1996

2. Within next 18 months

**Effective Date:** 15 March 1996

**DCA/CESS500/3 Severe Icing Conditions - Flight Manual Revision**

**Applicability:** All Model 500

**Requirement:** To minimise the potential hazards associated with operating the aircraft in severe icing conditions (by providing more clearly defined procedures and limitations associated with such conditions), incorporate the following into the Aircraft Flight Manual (AFM):-

**1. Limitations Section of the Aircraft Flight Manual**

"WARNING

Severe icing may result from environmental conditions outside of those for which the aircraft is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the aircraft.

• During flight, severe icing conditions that exceed those for which the aircraft is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.

• Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.

• Accumulation of ice on the upper surface of the wing aft of the protected area.

• Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.

• Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the aircraft is in icing conditions.

• All wing icing inspection lights must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the Master Minimum Equipment List (MMEL)."

**2. Normal Procedures Section of the Aircraft Flight Manual**

"THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

• Visible rain at temperatures below 0 degrees Celsius ambient air temperature.

• Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITINGTHE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

• Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the aircraft has been certificated.

• Avoid abrupt and excessive manoeuvring that may exacerbate control difficulties.

• Do not engage the autopilot.

• If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.

• If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.

• Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.

• If the flaps are extended, do not retract them until the airframe is clear of ice.

• Report these weather conditions to Air Traffic Control."

**Note:** This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD.

**3. Flight Crew Notification**
Operators must ensure that flight crew are aware of the flight manual revision.

(FAA AD 98-04-38 refers)

**Compliance:** By 10 May 1998

**Effective Date:** 10 April 1998