

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 501 Series

24 September 2015

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- Notes**
1. This AD schedule is applicable to Cessna Aircraft Company model 501 aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A27CE.
  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 Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Cessna 501 aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the FAA web site. The link to the FAA web site is available on the CAA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)
  4. The date above indicates the amendment date of this schedule.
  5. New or amended ADs are shown with an asterisk \*
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<b>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at <a href="http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html">http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.....</b>		
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**DCA/CESS501/1 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue****Applicability:** Model 501 aircraft**Requirement:** Compliance with the following FAA Airworthiness Directives (as applicable) is required:

FAA AD No:	Cessna Service Information:	Subject:	AD Requirement:
2006-06-03	SB500-28-12 dated 14 June 2004	Fuel Tank Vapour	AFM amendment, placard installation and modification
98-04-38	None	Severe Icing Flight Limitations	AFM amendment
93-05-15	SB500-78-11 dated 13 September 1991	Thrust Reverser	Modification of thrust reverser throttle load limiter
80-09-09	None	Dual Flight Director	AFM amendment and rework

**Note:** Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.**Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.**Effective Date:** 27 May 2010**DCA/CESS501/2 Upper and Lower Spar Caps – Inspection and Rework****Applicability:** Model 501 aircraft, S/N 0350 through to 0520 except those aircraft modified in accordance with one of the following Cessna Citation SB: SB57-10 revision 1 dated 28 March 1980; SB57-11 revision 1, dated 28 March 1980; or SB550-57-3 revision 1, dated 28 March 1980, as applicable.**Requirement:** To prevent spar failure, accomplish the following:

1. Visually inspect the upper and lower spar cap stems for cracks at wing station 37.0 in the areas specified in Cessna Citation SL 57-2 revision 2, dated 1 May 1979 or SL 550-57-1 revision 1, dated 1 May 1979, as applicable.
2. Dye penetrant inspect the upper and lower spar cap stem for cracks at wing station 37.0 in the areas specified in SL 57-2 or SL 550-57-1, as applicable.

If a crack is found in the upper spar cap stem of less than .3 inches in length, reduce the dye penetrant inspection interval on this spar cap to 200 landings or 200 hours TIS whichever occurs sooner.

If a crack is found in the lower spar cap stem which is less than .3 inches in length, reduce the dye penetrant inspection interval on this spar cap to 100 landings or 100 hours TIS whichever occurs sooner.

If a crack is found in either spar cap of .3 inches in length or longer, repair or modify the wing in accordance with manufacturer approved instructions before further flight.

**Note:** Cessna Citation SL No's SL57-2 revision 2, dated 1 May 1979 and SL550-57-1 revision 1, dated 1 May 1979 pertains to the subject of this AD.

(FAA AD 79-12-06 refers)

**Compliance:**

1. Within the next 100 hours TIS and thereafter at intervals not to exceed 600 hours TIS until a threshold of 1300 landings or 1300 hours TIS whichever occurs sooner. Once this threshold is reached accomplish requirement 2 of this AD.
2. For aircraft which have reached or exceeded the 1300 landing or 1300 hour TIS threshold:  
Within the next 100 hours TIS or 100 landings whichever occurs sooner and thereafter at intervals not to exceed 600 hours TIS or 600 landings whichever occurs sooner.

**Effective Date:** 27 May 2010

**DCA/CESS501/3 Brake Assembly Stator Disks – Inspection and Replacement**

**Applicability:** Model 501 aircraft, S/N 0001 through to 0689 fitted with BFGoodrich brake assembly P/N 2-1528-6 or 2-1530-4.

**Note 1:** Stator disks stamped with "CHG AI" or "CHG B" or a higher change letter are not affected by this AD.

**Requirement:** To prevent jamming of the wheel/tyre assembly which could result in loss of directional control or braking performance upon landing, accomplish the following:

1. Review the aircraft records or inspect the stator disks on the brake assembly to determine if "CHG AI" or "CHG B" or a higher change letter is impression-stamped on each disk per Goodrich SB 2-1528-32-2 for aircraft fitted with BFGoodrich brake assembly P/N 2-1528-6) and Goodrich SB 2-1530-32-2 for aircraft fitted with BFGoodrich brake assembly P/N 2-1530-4 both at revision 5, dated 19 February 2003 as applicable.  
  
If both disks are stamped with "CHG AI" or "CHG B" or a higher change letter, no further AD action is required.
2. For stator disks not stamped with "CHG AI" or "CHG B" or a higher change letter accomplish a detailed inspection for cracked or broken stator disks per Goodrich Service Bulletin 2-1528-32-2 or SB 2-1530-32-2, as applicable.  
  
If no cracked or broken stator disks are found, reassemble the brake assembly and if the piston housing is impression-stamped with the letters "SB," obliterate the existing markings on the piston housing by stamping "XX" over the letters "SB."  
  
If any cracked or broken stator disks are found, replace the brake assembly with a new or serviceable brake assembly per SB 2-1528-32-2 or SB 2-1530-32-2 as applicable before further flight.
3. Replace the brake assembly with a new or serviceable brake assembly per SB 2-1528-32-2 or SB 2-1530-32-2 as applicable, with new or serviceable brake assemblies that contain stator disks stamped with "CHG AI" or "CHG B" or a higher change letters.
4. An affected BFGoodrich brake assembly shall not be fitted to any aircraft unless it has been inspected in accordance with the requirements of this AD and found free of cracks or broken stator disks.

- Note 2:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."
- Note 3:** The replacement of all brake assemblies fitted to the aircraft with new or serviceable brake assemblies that contain stator disks stamped with "CHG A1" or "CHG B" or a higher change letter terminates the inspections mandated by this AD.
- Note 4:** BFGoodrich SB 2-1528-32-3 original issue, dated 23 March 2000, SB 2-1530-32-3 original issue, dated 23 March 2000, SB 2-1528-32-2 revision 5, dated 19 February 2003 and SB 2-1530-32-2 revision 5, dated 19 February 2003 pertains to the subject of this AD.  
(FAA AD 2004-09-05 refers)
- Compliance:**
1. Within the next 50 landings or by 27 August 2010 whichever occurs sooner, unless previously accomplished.
  2. For aircraft fitted with thrust reversers:  
Before the accumulation of 376 total landings on the brake assembly or within the next 50 landings, whichever occurs later, and  
For aircraft not fitted with thrust reversers:  
Before the accumulation of 200 total landings on the brake assembly, or within the next 50 landings, whichever occurs later, and  
Thereafter if paragraph E.(3)(a) or E.(3)(b) in SB 2-1528-32-2 or SB 2-1530-32-2 as applicable, specifies repetitive inspections, repeat the inspections until accomplishment of requirement 3 of this AD.
  3. Before the accumulation of 700 total landings since brake assembly installation or within the next 50 landings, whichever occurs later.
  4. From 27 May 2010.
- Effective Date:** 27 May 2010

**DCA/CESS501/4 Engine and APU Fire Extinguisher Wiring – Inspection and Rework**

**Applicability:** Model 501 aircraft listed in Cessna SB500-26-02 revision 1, dated 7 July 2005 including the SB Supplemental Data dated 1 April 2005.

- Requirement:** To prevent the non activation of engine/APU fire extinguishers due to possible incorrect fire extinguishers wiring which could result in an unextinguished fire in the nacelle or APU, accomplish the following:
1. Install identification sleeves on the wires for the positive and negative terminal studs of the engine fire extinguishing bottles per Cessna SB500-26-02 revision 1, dated 7 July 2005. Re-connect the wires to the correct studs, test the connection and re-connect the wires again as applicable until the connection tests correctly. Do all actions in accordance with the instructions Cessna SB500-26-02 revision 1, dated 7 July 2005 including the SB Supplemental Data dated 1 April 2005.
  2. A fire extinguishing bottle may not be fitted to any aircraft unless the positive and negative terminal studs have identification sleeves fitted on the wires per the requirements of this AD.

(FAA AD 2007-11-17 refers)

**Compliance:** 1. Within the next 100 hours TIS or by 27 August 2010 whichever occurs sooner unless previously accomplished.

2. From 27 May 2010.

**Effective Date:** 27 May 2010

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**2013-09-11**            **Air Conditioning Motor - Inspection**

**Effective Date:**    5 July 2013