

# Airworthiness Directive Schedule

## Aeroplanes

### Reims F406 (ASI Aviation)

31 January 2019

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- Notes:**
1. This AD schedule is applicable to Reims F406 aircraft manufactured by Reims Aviation Industries (RAI), Reims Aviation, S.A. under European Aviation Safety Agency (EASA) Type Certificate No. A.109 (formerly DGAC Type Certificate No. 175).
  2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA web site at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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**DCA/REIMS406/1            AD Compliance at Initial Airworthiness Certificate Issue****Applicability:** Model F406.**Requirement:** Compliance with the following Airworthiness Directives (as applicable) is required.

FAA Airworthiness Directives:

92-16-18 - Seat structural assembly

97-01-13 - Fuel, oil, or hydraulic hose

98-04-28 - Severe Icing Conditions

**Note:** Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.**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:** 26 October 2000**DCA/REIMS406/2            NLG Actuator Attachment Structure – Inspection****Applicability:** Model F406 S/N F406-0001 through F406-0089.**Requirement:** To prevent failure of the nose landing gear actuator attachment structure which could cause improper actuation of the nose gear, inspect the front landing gear strut support per Reims/Cessna SB CAB 00-10. If cracks are found on or around the support, install repair kit SKRA406-010 before next flight.  
(DGAC AD 2000-379(A) refers)**Compliance:** For aircraft having less than 5000 landings, inspect within next 200 hours TIS, and thereafter at intervals not to exceed 200 hours TIS or 12 months, whichever is the sooner.

For aircraft having more than 7000 hours of operation or 5000 landings, inspect before next flight and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** 26 October 2000**DCA/REIMS406/3            NLG Steering Cables – Inspection and Modification****Applicability:** Model F406 S/N F406-0001 through F406-0086.**Requirement:** To prevent failure of the nose landing gear steering cables, inspect per Reims/Cessna SB CAB 00-6. If damage is found replace the cable and modify the position of the air conditioning relay before next flight.If no damage is found, modify the position of the relay within the next 100 hours TIS.  
(DGAC AD 2000-177(A) refers)**Compliance:** Within next 10 hours TIS.

Within the next 100 hours TIS.

**Effective Date:** 25 January 2001

**DCA/REIMS406/4 Canted Ribs Upper Cap – Inspection and Modification****Applicability:** Model F406 S/N F406-0001 through F406-0083.

**Requirement:** 1. Inspect the canted ribs upper cap in the center wing carry-through area per Reims/Cessna SB CAB 98-16.

If a crack less than 2 inches in length is found, stop drill using a 0.16 inch drill bit and install doublers per SB CAB 98-16 within 100 hours TIS.

If a crack that exceeds 2 inches in length is found, install doublers per SB CAB 98-16 before next flight.

2. Install doublers per SB CAB 98-16.  
(DGAC AD 1999-087(A) refers)

**Compliance:** 1. Within next 50 hours TIS, unless already accomplished. Thereafter inspect at intervals not to exceed 200 hours TIS until doublers are installed.

Within the next 600 hours TIS or by 31 January 2002, whichever occurs first.

**Effective Date:** 25 January 2001**DCA/REIMS406/5 Fuel Lines – Inspection and Replacement****Applicability:** Model F406 S/N F406-0001 to F406-0086.

**Requirement:** To prevent fuel leakage within the engine compartments, accomplish the following:-

1. Inspect fuel lines, P/N AE 7013108 H 0155 and AE 7013108 G 0105 located between the firewall and the engine per Reims SB CAB01-6. If the nuts on the end of the fuel lines are black or grey in colour, no further action is required.
2. If the nuts are blue or yellow in colour, inspect the nuts for cracks per Reims SB CAB01-6. If a nut is found cracked, the affected fuel line must be replaced before further flight.
3. Replace fuel lines that have end nuts that are blue or yellow in colour.  
(DGAC AD 2001-131(A) refers)

**Compliance:** 1. Before further flight.

2. Before further flight, and thereafter at intervals not to exceed 20 hours TIS.

3. By 19 May 2001. Replacement constitutes terminating action for this AD.

**Effective Date:** 19 April 2001**DCA/REIMS406/6 Cancelled – EASA AD 2016-0101 refers****Effective Date:** 8 June 2016**DCA/REIMS406/7 Passenger Seat - Inspection****Applicability:** Model F406 S/N F406-0001 through F406-0089.

**Requirement:** To prevent failure of the seat frame in the event of a crash landing, inspect passenger seats for correct positioning per Reims SB CAB01-9. If positioning is incorrect rectify before further flight.  
(DGAC AD 2001-521(A) refers)

**Compliance:** At next scheduled inspection or within 12 months whichever occurs first.**Effective Date:** 20 December 2001

**DCA/REIMS406/8 Flap Control System Pushrod – Inspection**

**Applicability:** Model F406 S/N F406-0001 thru F406-0089

**Requirement:** To prevent failure of the pushrod, which may cause an asymmetric flap configuration and loss of control of the aircraft, inspect per Reims Aviation SB No CAB01-17. (DGAC AD 2002-046(A) refers)

**Compliance:** Before next flight unless already accomplished.

**Effective Date:** 28 February 2002

**DCA/REIMS406/9A Fuel Boost Pump Wiring – Inspection**

**Applicability:** Model F406 S/N F406-0001 through F406-0089

**Requirement:** To detect and correct damaged wiring, inspect per Reims Aviation SB No CAB 02-8. Rectify any defects found per SB No CAB 02-8, before further flight. (DGAC AD 2002-325(A) refers)

**Compliance:** Within the next 25 hours TIS and thereafter at intervals not to exceed 600 hours TIS.

**Effective Date:** DCA/REIMS/9 – 31 July 2003  
DCA/REIMS/9A – 28 August 2003

**DCA/REIMS406/10 Wing Attachment – Modification and Inspection**

**Applicability:** Model F406 S/N F406-0001 through F406-0089 and F406-0091.

**Requirement:** To prevent structural failure about the left and right ribs at the attachment of the centre wing, accomplish the following:-  
  
Install an access door and improve the fairing installation to assist inspection of the ribs per Reims Aviation SB F406-54.  
  
Perform a visual inspection of the ribs per SB F406-54. Any defects found must be rectified before further flight. (AD F-2004-114 refers)

**Compliance:** Within next 600 hours TIS or by 29 July 2005, whichever is the sooner.

**Note:** While this AD requires a modification and initial inspection, the requirement for repetitive inspections will be integrated in the Maintenance Manual from Revision 5.

**Effective Date:** 29 July 2004

**DCA/REIMS406/11 NLG and MLG Actuator Rod Locking Devices – Inspection and Replacement**

**Applicability:** All model F406 aircraft.

**Requirement:** To prevent landing gear collapse, due to the locking devices of the actuator rods on the NLG and MLG possibly not conforming with the manufacturer approved installation, inspect per REIMS AVIATION INDUSTRIES SB F406-56, and replace as required, per SB F406-56. (DGAC AD F-2005-065 refers)

**Compliance:** Within 100 hours TIS or by 8 July 2005, whichever occurs first.

**Effective Date:** 26 May 2005

**DCA/REIMS406/12            Cancelled – DCA/REIMS406/19 refers**

**Effective Date:** 25 November 2010

**DCA/REIMS406/13            Rudder Hinge Brackets and Bearings – Inspection and Lubrication**

**Applicability:** Model F406 aircraft, S/Ns F406-0001 through F406-0092.

**Requirement:** To prevent corrosion on the rudder hinge bearings, which could propagate to the rudder hinge brackets, and result in failure of the brackets, and separation of the rudder, accomplish the instructions per REIMS AVIATION INDUSTRIES SB F406-57.  
(DGAC AD F-2005-081 refers)

**Compliance:** Within the next 100 hours TIS or by 30 September 2005, whichever occurs first.

**Effective Date:** 30 June 2005

**\* DCA/REIMS406/14            Cancelled – EASA AD 2019-0015 refers**

**Effective Date:** 12 February 2019

**DCA/REIMS406/15            Aileron Bearings – Inspection and Lubrication**

**Applicability:** Model F406 aircraft, S/N 0001 through to 0092

**Requirement:** To prevent corrosion of the aileron bearings possibly causing loss of aircraft roll control, inspect the aileron brackets and lubricate the aileron bearings per the instructions in Reims Aviation Industries Service Bulletin No. F406-59.  
(DGAC AD F-2005-177 refers)

**Compliance:** Within the next 100 hours TIS or by 28 September 2007, whichever is the sooner unless already accomplished. Thereafter inspect and lubricate per the aircraft maintenance manual.

**Effective Date:** 28 June 2007

**DCA/REIMS406/16            Landing Gear Emergency Blowdown Bottle - Replacement**

**Applicability:** Model F406 aircraft, all S/N fitted with landing gear emergency blowdown bottle P/N 9910154-4.

**Requirement:** To prevent failure of the landing gear emergency extension system due to the possibility of insufficient pressure in the emergency blowdown bottle, remove bottle P/N 9910154-4 and install a new bottle P/N 4063700-1 per the instructions in Reims Aviation Industries Service Bulletin No F406-66.  
(EASA AD 2007-0190 refers)

**Compliance:** Within the next 5 years TIS, or when the landing gear emergency blowdown bottle is removed, whichever occurs sooner.

**Effective Date:** 26 July 2007

**DCA/REIMS406/17A Flap Push Rods – Replacement**

- Applicability:** Model F406 aircraft, S/N 0093 and 0095.
- Note:** Revision A of this AD revised to remove requirement 2 of the AD. No action required if already in compliance with DCA/REIMS406/17.
- Requirement:** To prevent a bent flap push rod assembly possibly resulting in an asymmetric flap condition which could result in loss of aircraft control, accomplish the following:  
  
Replace the push rod assembly P/N 5865101-1, -7 and -9 with a push rod assembly P/N 4061-2721-1, -2, and -3 per the instructions in Reims Aviation Industries SB No. F406-68 initial issue dated 20 March 2009 or later EASA approved revisions. (EASA AD 2009-0127R1 refers)
- Compliance:** At the next scheduled maintenance inspection, or by 26 January 2010 whichever is the sooner, unless previously accomplished.
- Effective Date:** DCA/REIMS406/17 - 30 July 2009  
DCA/REIMS406/17A - 26 November 2009

**DCA/REIMS406/18 Landing Gear Blowdown Bottles – Rework**

- Applicability:** All model F 406 aircraft fitted with a landing gear emergency blowdown bottles P/N 4063700-1, S/N 23, 25, 27, 31, 32, 36, 37, 38 or 39.
- Requirement:** To prevent failure of the landing gear to extend in an emergency situation as a result of loss of pressure in the landing gear bottles due to leakage, accomplish the following:  
  
1. Rework affected landing gear emergency blowdown bottles P/N 4063700-1 per the instructions in Reims Aviation Industries SB F406-69 initial issue dated 26 March 2009 or later approved revisions.  
  
2. Affected landing gear emergency blowdown bottles P/N 4063700-1 shall not be fitted to any aircraft unless the bottles have been reworked per the instructions in Reims Aviation Industries SB F406-69. (EASA AD 2009-0128 refers)
- Compliance:** 1. By 30 November 2009.  
2. From 30 July 2009.
- Effective Date:** 30 July 2009

**DCA/REIMS406/19 Rudder Pulley Brackets – Inspection and Replacement**

**Applicability:** Model F406 aircraft, S/N F406-0002, -0003, -0004, -0006, -0008, -0009, -0010, -0012, -0013, -0017, -0024, -0025, -0039, -0042, -0044, -0045, -0066, -0070, -0073, -0074, -0075, -0077, -0080, -0081, -0082, -0083, -0084, -0085, -0086, -0087, -0088, -0089, -0090, -0091 and -0092.

**Note 1:** This AD supersedes DCA/REIMS406/12 to revise the applicability to include S/N F406-0091. No action required if already in compliance with the terminating requirement in DCA/REIMS406/12.

**Requirement:** To prevent loss of rudder control due to possible cracks in rudder pulley brackets, accomplish the following:

1. For all affected aircraft, except S/N 406-0091:

Inspect the rudder pulley bracket P/N 6015511-1 per the instructions in Reims Aviation Industries SB F406-58 revision 2 dated 27 July 2010 or later EASA approved revisions.

If any cracks are found install a modified pulley bracket P/N 4061-2701-1 per the instructions in SB F406-58 before further flight.

2. For aircraft S/N F406-0091:

Inspect the rudder pulley bracket P/N 6015511-1 per the instructions in SB F406-58. If any cracks are found install a modified pulley bracket P/N 4061-2701-1 per the instructions in SB F406-58 before further flight.

3. Replace the rudder pulley bracket P/N 6015511-1 with a modified bracket P/N 4061-2701-1 per the instructions in SB F406-58.

4. A rudder pulley bracket P/N 6015511-1 shall not be fitted to any aircraft.

**Note 2:** The accomplishment of requirement 3 of this AD is a terminating action to the repetitive inspection requirements of this AD. (EASA AD 2010-0230 refers)

**Compliance:**

1. Before further flight unless previously accomplished with the last 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 30 days whichever occurs sooner.
2. By 25 December 2010 and thereafter at intervals not to exceed 50 hours TIS or 30 days, whichever occurs sooner.
3. Within the next 100 hours TIS or by 25 January 2011 whichever occurs sooner.
4. From 25 November 2010.

**Effective Date:** 25 November 2010

**DCA/REIMS406/20 Elevator Pushrods – Inspection and Replacement**

**Applicability:** Model F406 aircraft, S/N F406-0001 through to F406-0096.

**Requirement:** To prevent failure of the elevator pushrods, accomplish the requirements in EASA AD 2012-0164.

**Note 1:** A copy of EASA AD 2012-0164 can be obtained from the EASA AD web site at <http://www.easa.eu.int/certification/airworthiness-directives.php>

**Note 2:** Reims Aviation Industries SB N° F406-70 dated 16 July 2012 or later approved revisions are acceptable to comply with the requirements of this AD. (EASA AD 2012-0164 refers)

**Compliance:** At the compliance times specified in EASA AD 2012-0164.

**Effective Date:** 27 September 2012

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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.

**2012-0202      Nose Landing Gear Attachment Bracket – Inspection and Replacement**

**Effective Date:**      8 October 2012

**\* 2015-0159R1      Cancelled – EASA AD 2019-0026 refers**

**Effective Date:**      12 February 2019

**2016-0101      Horizontal Stabiliser Fittings – Inspection**

**Effective Date:**      8 June 2016

**\* 2019-0015      Circuit Breaker Switches – Inspection**

**Applicability:**      Reims F406 aircraft, all S/N.

**Effective Date:**      12 February 2019

**\* 2019-0016      Rudder Control Pedal Torque Tubes – Inspection**

**Applicability:**      Reims F406 aircraft, all S/N.

**Effective Date:**      12 February 2019