

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2012-0164</p> <p>Date: 28 August 2012</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name:</p> <p>Reims Aviation Industries</p>	<p>Type/Model designation(s):</p> <p>F406 aeroplanes</p>	
TCDS Number:	EASA.A.109	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Elevator Pushrods – Inspection / Replacement	
Manufacturers:	Reims Aviation industries (RAI), formerly Reims Aviation, S.A.	
Applicability:	F406 aeroplanes, serial numbers (s/n) F406-0001 thru F406-0096.	
Reason:	<p>During maintenance, fretting has been found between the elevator pushrod assembly and horizontal tail structure on Reims F406 aeroplanes. In addition, bending was found on a pushrod assembly Part Number (P/N) 6015034-1. The investigation has not yet established the exact cause(s) of these occurrences.</p> <p>This condition, if not detected and corrected, could lead to failure of a pushrod and consequent jamming of the elevator controls, possibly resulting in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires inspection of the pushrods and horizontal tail structure to detect fretting, bending or eccentricity and, depending on findings, replacement with a serviceable pushrod, or repair. This AD also requires the return on replaced pushrods to RAI for investigation.</p> <p>This AD is considered to be an interim action and further AD action may follow.</p>	
Effective Date:	11 September 2012	

<p>Required Action(s) and Compliance Time(s)</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next scheduled maintenance inspection or within 4 months, whichever occurs first after the effective date of this AD, inspect pushrod assemblies P/N 6015034-1 and horizontal tail structure in accordance with the instructions of RAI Service Bulletin (SB) N° F406-70. (2) If, during the inspection as required by paragraph (1) of this AD, fretting (wear, chafing) is found on the structure, or the clearance between pushrod and structure is found to be insufficient, or looseness at riveted end fittings is found on the pushrods, before next flight, contact RAI Customer Support for approved repair instructions and accomplish those instructions accordingly. (3) If, during the inspection as required by paragraph (1) of this AD, bending or eccentricity of a pushrod is found, exceeding the limit as indicated in RAI SB N° F406-70, before next flight, replace each affected pushrod with a serviceable part. (4) Within 30 days after removal of a pushrod as required by paragraph (3) of this AD, return the removed rod to RAI for investigation.
<p>Ref. Publications:</p>	<p>Reims Aviation Industries SB N° F406-70 dated 16 July 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue of a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Reims Aviation Industries Aérodrome de Reims Prunay 51360 Prunay, FRANCE Telephone +33 3 26 48 46 65, Fax +33 3 26 49 18 57 E-mail : Jn.sirot@reims-aviation.fr.