



Airworthiness Directive

AD No.: 2016-0101

Issued: 25 May 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

ASI AVIATION

Type/Model designation(s):

F 406 aeroplanes

Effective Date: 08 June 2016

TCDS Number(s): EASA.A.109

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 2001-161(A) dated 02 May 2001.

ATA 55 – Stabilizers – Horizontal Stabilizer Fittings – Inspection / Repair

Manufacturer(s):

Reims Aviation Industries (RAI), formerly Reims Aviation, S.A.

Applicability:

F 406 aeroplanes, all serial numbers.

Reason:

Fatigue cracks and holes elongation were found on horizontal stabilizer fittings on F406 aeroplanes having accumulated more than 2 500 flight hours (FH).

This condition, if not detected and corrected, could result in loss of structural integrity of the horizontal stabilizer fittings.

To initially address this issue, DGAC France published AD 2001-161 to require repetitive visual inspections of the fittings, and, dependings on findings, replacement with a serviceable part.

Since that AD was issued, during maintenance, cracks were found on a slice plate of horizontal stabilizer fittings. Consequently, ASI Aviation issued Service Bulletin (SB) CAB01-5 Revision 2 to provide instructions for additional eddy-current non-destructive test (NDT) inspections.

For the reasons described above, this AD retains the requirements of DGAC France AD 2001-161, which is superseded, and requires the additional NDT inspections.



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, during each scheduled Phase 19 inspection, visually and NDT inspect the horizontal stabilizer splice plate assembly, Part Number (P/N) 6032183-1 or P/N 406-5518-32183-100, and the attach structure assembly P/N 6031210-1, in accordance with the instructions of ASI Aviation SB CAB01-5 Revision 2.

Table 1 – Inspection Threshold

FH accumulated (on the effective date of this AD, since first flight of the aeroplane)	Compliance Time
Less than 2 500 FH	During the next scheduled Phase 6 inspection after accumulating 2 500 FH since first flight of the aeroplane
2 500 FH or more	During the next scheduled Phase 6 inspection after the effective date of this AD

- (2) If, during any inspection as required by paragraph (1) of this AD, any oversized bolt hole or crack is detected on the horizontal stabilizer splice plate assembly or attach structure assembly, before next flight, replace the affected part with a serviceable part in accordance with the instructions of ASI Aviation SB CAB01-5 Revision 2. Replacement of parts on an aeroplane does not constitute terminating action for the repetitive inspections as required by paragraph (1) for that aeroplane.
- (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the repetitive inspections, as defined in ASI Aviation SB CAB01-5 Revision 2.
- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, that action ensures (see Note 1 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) of this AD, it is not necessary that accomplishment of individual inspections is recorded for demonstration of AD compliance on a continued basis.

Note 1: For affected F406 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

ASI Aviation SB CAB01-5 Revision 2 dated 3 December 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 04 December 2015 as PAD 15-150 for consultation until 01 January 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: ASI Aviation, Aéroport de Reims Prunay, 51360 Prunay, France
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