
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Reims Aviation F406 Series Aeroplanes

AD/F406/10

Fuel Boost Pump Wiring

**8/2002
DM**

Applicability: Model F406 aeroplanes, Serial Numbers F406-0001 up to and including F406-0089.

Requirement:

1. Inspect the wire harness and fuel boost pump lead wires for chafing or damage in accordance with Reims/Cessna Service Bulletin (SB) CAB02-8 dated 3 June 2002.
2. If, during the Requirement 1 inspection, any wire harness is found chafed or damaged beyond the limits specified in SB CAB02-8, replace the harness in accordance with SB CAB02-8.
3. If, during the Requirement 1 inspection, the fuel boost pump lead wires are found chafed or damaged beyond the limits specified in SB CAB02-8, replace the fuel boost pump in accordance with SB CAB02-8.
4. If, during the initial or first Requirement 1 inspection, damage or chaffing is either not detected or is below the limits specified in SB CAB02, install spiral wrap protection and change the routing in accordance with SB CAB02-8.

Note: DGAC AD 2002-325(A) refers.

Compliance: For Requirement 1 - Within 25 hours time in service (TIS) or 60 days, whichever occurs first after the effective date of this Directive, and thereafter every 600 hours TIS.

For Requirements 2 and 3 - Before further flight after the Requirement 1 inspection.

For Requirement 4 - Before further flight after the initial or first Requirement 1 inspection.

This Airworthiness Directive becomes effective on 6 July 2002.

Reims Aviation F406 Series Aeroplanes

AD/F406/10 (continued)

Background: Reims/Cessna has received reports of the fuel boost pump wiring harness chafing on the fuel boost pump housing and associated fuel lines or components.

This Directive requires an initial inspection of the fuel boost pump wiring, together with rerouting and the installation of spiral wrap protection and, if necessary, replacement of the harness or fuel boost pump. Repetitive inspections are also required. These actions are intended to detect and correct chafing and/or arcing of boost pump wiring, which could result in arcing within the wing fuel storage system. Arcing could lead to ignition of explosive vapour within the fuel storage system.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

26 June 2002