
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/F406/11 and issues the following AD under subregulation 39.001(1) of CASR 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/F406/11 **Fuselage to Centre Wing Connection** **3/2005**
Amdt 1

Applicability: Model F406 series aircraft, serial numbers 001 through 089, and 091.

Requirement: Action in accordance with Reims Aviation Industries Service Bulletin Service (SB) No. F406-54 Revision 1, dated 9 November 2004.

Note: DGAC AD F-2004-114 R1 refers.

Compliance: If the inspection required by the original issue of the Requirement document has not been accomplished as at the effective date of this Directive, accomplish at the next scheduled 600 hour or 12 month inspection after 7 August 2004, whichever occurs first.

If the inspection required by the original issue of the Requirement document has already been accomplished as at the effective date of this Directive, but Modification Kit DDK406-026 material changes specified in Revision 1 of the Requirement document were not incorporated at the time of compliance, accomplish changes at the next scheduled 600 hour or 12 month inspection after 17 March 2005, whichever occurs first.

The compliance time for the inspection requirement remains unchanged by this issue.

This Amendment becomes effective on 17 March 2005.

Background: Cracks have been discovered on the left and right ribs at the centre wing to fuselage connection at fuselage station FS160.80. Propagation of undetected rib cracks could result in structural failure. Modification action is necessary to facilitate access for the required inspection.

Amendment 1 is issued in response to a revision of the related DGAC AD, which introduces a revised Requirement document.



David Punshon
Delegate of the Civil Aviation Safety Authority

4 February 2005