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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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**Reims Aviation F406 Series Aeroplanes****AD/F406/13****Landing gear****7/2005**

Applicability: Reims Aviation Industries F406 aircraft.

Requirement: Incorporate Reims Aviation Industries Service Bulletin (SB) Number F406-56 dated 12 April 2005 or later DGAC approved revisions.

*Note: French DGAC Airworthiness Directive (AD) F-2005-065 as approved by EASA reference number 2005-3627 dated 20 April 2005 refers.*

Compliance: Unless previously accomplished, within the next 100 flight hours or 45 days, from the effective date of this AD, whichever occurs first.

This Airworthiness Directive becomes effective on 7 July 2005.

Background: Investigation following a nose landing gear collapse during takeoff roll revealed that the locking device of the Nose Landing Gear (NLG) actuator rod on several F406 aircraft did not conform to the installation approved by the manufacturer.

A collapsed landing gear may cause extensive damage to the aircraft and the occupants.

This AD requires inspection and / or replacement of the NLG and the Main Landing Gear locking devices.



James Coyne  
Delegate of the Civil Aviation Safety Authority

20 May 2005