



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2006-0267**

Datum účinnosti: 14. září 2005

**REIMS AVIATION, S.A./CESSNA AIRCRAFT  
COMPANY/**

modely F150, FA150, FRA150, F152, FA152

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA


Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>													
	<p><b>AD No.: 2006 - 0267</b></p> <p><b>Date: 31 August 2006</b></p>													
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.														
<p><b>Type Approval Holder's Name :</b></p> <p>No TC Holder at time of publication</p> <p>(The TC previously held by REIMS AVIATION, S.A. is under transfer to the Cessna Aircraft Company)</p>	<p><b>Type/Model designation(s) :</b></p> <p>F150, FA150, FRA150, F152 and FA152 series</p>													
TCDS Number : France 107														
Foreign AD : FAA 80-11-04														
Supersedure : DGAC AD 1984-067-IMP(A) R1														
<b>ATA 55</b>	<b>Stabilizers – Horizontal and Vertical Stabilizer Attachment– Inspection/Replacement</b>													
Manufacturer:	Reims Aviation, S.A.													
Applicability:	<p>This airworthiness directive applies to Reims Aviation aircraft models and serial numbers listed below, unless the NAS 10684A nutplate has been replaced in accordance with DGAC France AD 1984-067-IMP(A) R1:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">F150F, F150G, F150H and F150J</td> <td style="padding: 2px;">F150-0001 thru F150-0529</td> </tr> <tr> <td style="padding: 2px;">F150K, F150L and F150M</td> <td style="padding: 2px;">F15000530 thru F15001428</td> </tr> <tr> <td style="padding: 2px;">FA150K and FA150L</td> <td style="padding: 2px;">FA1500001 thru FA1500120</td> </tr> <tr> <td style="padding: 2px;">FRA150L and FRA150M</td> <td style="padding: 2px;">FRA1500121 thru FRA1500336</td> </tr> <tr> <td style="padding: 2px;">F152</td> <td style="padding: 2px;">F15201429 thru F15201828</td> </tr> <tr> <td style="padding: 2px;">FA152</td> <td style="padding: 2px;">FA1520337 thru FA1520372</td> </tr> </table>		F150F, F150G, F150H and F150J	F150-0001 thru F150-0529	F150K, F150L and F150M	F15000530 thru F15001428	FA150K and FA150L	FA1500001 thru FA1500120	FRA150L and FRA150M	FRA1500121 thru FRA1500336	F152	F15201429 thru F15201828	FA152	FA1520337 thru FA1520372
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FA152	FA1520337 thru FA1520372													

Reason:	<p>To detect cracked NAS 1068A4 nutplates which, if allowed to go undetected, could result in separation of the vertical or vertical and horizontal tail assembly from the airplane.</p> <p>This AD supersedes DGAC France AD 1984-067-IMP(A) R1, which was issued in 1984 to take into account FAA AD 80-11-04, adding a time deadline to get all the NAS 10684A nutplates replaced by AN365-428, MS20365-428, MS21042L4 or MS21044N4 nuts. This calendar time limit is now withdrawn.</p>
Effective Date:	14 September 2006
Compliance:	<p>Unless accomplished previously, within 100 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS, accomplish the following:</p> <p>A) Using a suitable light and mirror, visually inspect the eight NAS 1068A4 nutplates installed on the Part Number 0432004-9 vertical fin aft attachment bracket for cracks in the threaded part (nut body) and/or base of the nutplate in accordance with the instructions in Reims Aviation Bulletin Service (BS) 24 Revision n°1 or Cessna Single Engine Service Information Letter SE79-49, Revision # 1;</p> <p>B) If any NAS 10684A nutplate is found cracked, before next flight, replace it with a serviceable part;</p> <p>C) The repetitive inspections are no longer required if the NAS 10684A nutplates are replaced with AN365-428, MS20365-428, MS21042L4 or MS21044N4 nuts.</p>
Ref. Publications:	<p>Reims Aviation SB 24, Revision n°1 or later approved revisions; or</p> <p>Cessna Single Engine Service Information Letter SE79-49, Revision # 1, dated April 28, 1980 or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted as PAD 06-150 for consultation on 13 June 2006 with a comment period until 30 June 2006. The Comment Response Document can be found on the Agency's website at <a href="http://www.easa.europa.eu/home/aw_dir_en.html">http://www.easa.europa.eu/home/aw_dir_en.html</a>.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions regarding the technical content of the requirements of this AD, please contact: The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277-7706, United States of America; telephone: +1 (316) 517-5800; facsimile: +1 (316) 942- 9006.</li> </ol>