EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0159R1 **Date: 24 August 2015** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
ASI AVIATION	F 406 aeroplanes

TCDS Number:	EASA.A.109
Foreign AD:	Not applicable
Revision:	This AD revises EASA Emergency AD 2015-0159-E dated 31 July 2015.

ATA 27	**Flight Controls – Rudder Control Pedal Torque Tubes – Inspection / Replacement**
Manufacturer(s):	Reims Aviation Industries (RAI), formerly Reims Aviation, S.A.
Applicability:	F 406 aeroplanes, serial numbers from 0001 to 0098 inclusive
Reason:	An occurrence was reported where one pilot rudder control pedal of an F 406 aeroplane detached in flight. No change in aeroplane attitude occurred. The rudder was controlled using the co-pilot rudder pedals, and the flight continued uneventfully until a safe landing was performed. This condition, if not detected and corrected, could result in loss of directional control of the aeroplane. To address this unsafe condition, ASI Aviation issued Service Bulletin (SB) F406-104 to provide inspection instructions. For the reason described above, EASA issued Emergency AD 2015-0159-E to require inspection of the rudder control pedal torque tubes, both left-hand (LH) and right-hand (RH), and, depending on findings, replacement with a serviceable part. That AD also required inspection before installation of replacement rudder control pedal torque tubes. Since that AD was issued, it was found that the Note which defines a 'serviceable part' was not clear regarding new parts. Consequently, this revised AD amends the Note to provide clarity.
Effective Date:	Revision 1: 24 August 2015 Original issue: 03 August 2015

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after 03 August 2015 [the effective date of the original issue of this AD], accomplish a visual inspection and a dye or fluorescent penetrant inspection of the rudder control pedal torque tubes, LH (Part Number (P/N) 5115260-1) and RH (P/N 5115260-2), in accordance with the instructions of ASI Aviation SB F406-104 part A. (2) If, during the inspections as required by paragraph (1) of this AD, no crack is detected, within 100 flight hours after 03 August 2015 [the effective date of the original issue of this AD], accomplish a magnetic particle inspection of the rudder control pedal torque tubes, LH (P/N 5115260-1) and RH (P/N 5115260-2), in accordance with the instructions of ASI Aviation SB F406-104 part B. (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected on a rudder control pedal torque tube, before next flight, replace the affected part with a serviceable part (see Note) in accordance with the instructions of ASI Aviation SB F406-104. (4) From 03 August 2015 [the effective date of the original issue of this AD], it is allowed to install a replacement rudder control pedal torque tube P/N 5115260-1 (LH) or P/N 5115260-2 (RH) on an aeroplane, provided it is a serviceable part (see Note). Note: For the purpose of this AD, a serviceable part is a new rudder control pedal torque tube (never been installed on an aeroplane); or a rudder control pedal torque tube that has been previously installed on an aeroplane and that has passed a magnetic particle inspection in accordance with the instructions of ASI Aviation SB F406-104 part B.
Ref. Publications:	ASI Aviation SB F406-104 original issue dated 28 July 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: ASI Aviation, Aérodrome de Reims Prunay 51360 Prunay, France Telephone +33 3 26 48 46 65 E-mail: contact@asi-aviation.fr.