	AIRWORTHINESS DIRECTIVE No F-2005-065	Distribution: A	Issue date: April 27, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: REIMS AVIATION INDUSTRIES		Type(s): F406 aircraft		
Type certificate(s) No. 175 TCDS No 175				
ATA chapter: 32	Subject: Landing gear - Inspection/Replacement of the nose and main landing gears' actuator rod locking device			

1. EFFECTIVITY:

This Airworthiness Directive (AD) is applicable to all F406 aircraft.

2. REASONS:

This AD is issued following a nose landing gear collapse during takeoff roll. Several expertises proved that the locking device of the Nose Landing Gear (NLG) actuator rod was on several F406 airplanes not conforming with the installation approved by the manufacturer.

As Main Landing Gear (MLG) actuator rod locking devices are similar to the NLG ones, then MLG actuator locking devices shall also be inspected.

This AD requires inspection of the NLG and MLG locking devices and as requested their replacement to comply with the manufacturer's approved design.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


The following measures are rendered mandatory from the effective date of this AD, unless previously accomplished:

- Within the next 100 flight hours or before June 12, 2005, whichever occurs first, perform the REIMS AVIATION INDUSTRIES Service Bulletin No F406-56.

These actions must be done in accordance with the manufacturer's technical Publications.

4. REFERENCE PUBLICATION:

REIMS AVIATION INDUSTRIES Service Bulletin No F406-56 dated April 2005.
(Any subsequent approved revision of this document is acceptable)

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5. **EFFECTIVE DATE:**

On receipt, as from April 27, 2005.

6. **REMARKS:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2005-3627 dated April 20, 2005.