

# Airworthiness Directive Schedule

## Aeroplanes

### Nanchang CJ-6 Series

23 February 2017

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- Notes**
1. This AD schedule is applicable to ex-military Nanchang CJ-6 series aircraft.
  2. The date above indicates the amendment date of this schedule.
  3. New or amended ADs are shown with an asterisk \*

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**DCA/CJ6/1 Tailplane Forward Spar – Inspection**

**Applicability:** Nanchang CJ-6 series aircraft, all S/N.

**Requirement:** To prevent failure of the tailplane which could result in loss of aircraft control, accomplish the following:

Gain access to the center section of the tailplane forward spar between the fuselage attachment points and accomplish the following:

For aircraft fitted with a tailplane forward spar which has not been reinforced:

Accomplish a visual inspection of the full depth of the spar along the length of the exposed central section. Examine the edge of the elevator cable cut-out using a 10X or greater magnification glass.

If any cracks are found along the exposed length of the tailplane forward spar, accomplish an approved reinforcement repair before further flight.

If no further cracks are found, refit the fairing(s) and the aircraft may be returned to service.

For aircraft fitted with a tailplane forward spar which has been reinforced:

Accomplish a visual inspection of the reinforcement plate for cracks. Inspect the visible section of the original spar and determine if no cracks have propagated beyond any termination originally present. Accomplish these inspections using a 10X or greater magnification glass.

Replace any tailplane which has cracks beyond the crack stops prior to reinforcement of the original spar, or replace any tailplane which has cracks after reinforcement.

If no further cracks are found, refit the fairing(s) and the aircraft may be returned to service.

(UK MPD 2011-010 refers)

**Compliance:** Within the next 50 hours TIS or by 26 July 2012 whichever is the sooner unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS.

**Effective Date:** 26 January 2012

**\* DCA/CJ6/2B Pneumatic System Reservoirs – Inspection**

**Applicability:** Nanchang CJ-6 series aircraft, all S/N.

**Note 1:** This AD revised to remove the x-ray inspection requirement.

**Requirement:** To prevent failure of the pneumatic system reservoir due to possible corrosion which could result in serious structural damage and loss of aircraft control, accomplish the following:

1. After every flight:

Open the water trap of the pneumatic system reservoir and drain the accumulated water.

2. At intervals not to exceed 50 hours TIS or annually, whichever occurs sooner:

Remove the pneumatic system reservoir from the aircraft and drain the water.

3. At every annual inspection:

Remove the pneumatic system reservoir from the aircraft and clean the interior of the reservoir using a suitable method. Accomplish a detailed visual inspection of the internal surfaces of the reservoir with the aid of a borescope or similar inspection method. Light surface corrosion is acceptable. For all other corrosion, typically severe corrosion, pitting, exfoliation or any signs of distress, replace the reservoir before further flight.

4. At intervals not to exceed 60 months, or at the interval recommended by the aircraft manufacturer, whichever occurs sooner:

Accomplish a hydrostatic test of the pneumatic system reservoir per the manufacturer instructions, or per industry best practice for the testing of pneumatic system pressure vessels (typically 1.5 times working pressure). If the reservoir fails to hold the test pressure, or shows any signs of distress/distortion, replace the reservoir before further flight.

**Note 2:** If requirement 1 of this AD is included in the approved preflight inspection, then compliance with the approved preflight inspection is acceptable to comply with requirement 1 of this AD. Alternatively, requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. Requirement 1 may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

**Note 3:** If the requirements of this AD are included in the approved maintenance programme, then compliance with the maintenance programme is acceptable to comply with the requirements of this AD.

**Note 4:** The CAA is not aware of a corrosion inhibiting compound recommended by the aircraft manufacturer for use in the pneumatic reservoir or system. Operators/maintainer are reminded if they choose to use proprietary corrosion inhibiting compounds it is their responsibility to ascertain and technically justify the fitness for purpose of the compound they use.

(UK MPD 2004-004R1 refers)

**Compliance:** From 26 April 2012 (the effective date of DCA/CJ6/2A).

**Effective Date:** DCA/CJ6/2 - 23 February 2012  
DCA/CJ6/2A - 26 April 2012  
DCA/CJ6/2B - 23 February 2017