

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 441 Series

27 March 2014

---

- Notes**
1. This AD schedule is applicable to Cessna 441 aircraft manufactured under FAA Type Certificate No. A28CE.
  2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. Applicable State of Design ADs can be obtained directly from the FAA web site. The link to the FAA web site is available on the CAA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
- 

## Contents

* DCA/CESS441/1A Airworthiness Directive Compliance .....	2
DCA/CESS441/2B Fuel Boost Pump Wiring – Inspection and Modification .....	2
<u>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at <a href="http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html">http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.</u> .....	3

**\* DCA/CESS441/1A     Airworthiness Directive Compliance**

**Applicability:** All model 441 series aircraft.

**Requirement:** Compliance with the following FAA Airworthiness Directives (as applicable) is required:

- 79-08-07 Anti-icing propeller wiring
- 79-09-02 Aileron control surfaces drainage
- 79-19-12 Engine stoppage
- 79-19-13 Elevator trim tab
- 80-02-17 Flight manual performance data
- 83-12-03 Battery switch wiring
- 84-20-02 Nose Landing Gear
- 85-25-11 Nuts – Cessna P/N NAS1291-8
- 86-24-13 POH/AFM appendix – icing
- 92-16-07 Horizontal stabilizer front spar
- \* [92-16-18](#) Passenger seat reinforcement
- 95-25-10 Replace outflow/safety valve
- \* [96-12-22](#) Full Flow Engine Oil Adapter
- 97-25-04 AFM – Limitations – Power levers
- 98-04-28 AFM –Limitations – Icing
- \* [2001-22-14](#) Fire Extinguishing System Bottle Cartridges
- \* [2005-20-25](#) Avionics Bus Circuit Breaker Switches

**Note:** Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

**Compliance:** Before issue of New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished, and thereafter at intervals not to exceed the times specified in the FAA ADs.

**Effective Date:** DCA/CESS441/1 - 28 April 2005  
DCA/CESS441/1A - 27 March 2014

**DCA/CESS441/2B     Fuel Boost Pump Wiring – Inspection and Modification**

**Applicability:** Model 441 S/N 0001 through 0362, and 698.

**Requirement:** To detect and correct chafing and/or arcing of the boost pump wiring, which could result in arcing within the wing fuel tank, possible ignition of explosive vapor and loss of the aircraft, accomplish the following;

1. Inspect the P/N 5718106-1 wire harness and fuel boost pump lead wires for chafing or damage, per Cessna Conquest SB No CQB02-1Rev 2. If any wire harness or fuel boost pump lead wires are found chafed or damaged, replace the harnesses and repair or replace the lead wires, or replace the boost pump as detailed in the SB before further flight.
2. Install improved design fuel boost pump (P/N 1C12-17 or approved equivalent P/N), improved design wire harness (P/N 5718106-6 or approved equivalent P/N) and protective sleeving modification for boost pump lead wires per the SB. Installing both improved part numbers in each wing tank or protective sleeving modification terminates the repetitive inspection requirements of part 1 of this AD. (FAA AD 2003-09-09R1 refers)

**Compliance:** 1. Inspect within the next 25 hours TIS or 60 days, whichever occurs first, unless already accomplished, and there after at intervals not to exceed 200 hours TIS.  
2. Replace affected components within 400 hours TIS after 31 July 2003.

**Effective Date:** DCA/CESS441/2A - 31 July 2003  
DCA/CESS441/2B - 29 January 2004

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at

[http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.