

Elevator Trim Hardware Replacement and Inspection

1) Any initial installation, replacement of hardware, or inspection from June 16, 2016 and on should be done in accordance with Cessna Textron MEB-27-02 **REV. 1**.

Available at Textron Cessna Support: www.txtavsupport.com/

If you have never been on this site you will need to register but it is very easy to do so. Also search only for revision 1, in that the original bulletin is still available.

Note a:

If you have already completed the initial installation using the original issue bulletin you **DO NOT** need to go back and redo it, but any further action from this point would need to be accomplished using Rev. 1.

Note b:

If you have not completed the initial hardware as required per AD2016-07-24 you are past due. Completion of initial replacement was midnight July 25, 2016. If you are just now completing the installation and future inspections you must use MEB-27-01 Rev. 1 as guidance.

2) Compliance with AD2016-07-24 (which has not changed since it's release) is predicated on completion and reoccurring inspection per the original released MEB-27-02. Since this original bulletin is now no longer valid and Rev.1 is now the current guidance, it leaves us in a "Catch 22" of no way to comply with AD2016-07-24.

Recognizing this fact the FAA in Wichita on June 28, 2016 offered an "Alternate Method of Compliance" (AMOC) letter #16-30600 dated June 13, 2016 which allowed for MEB-27-02 Rev. 1 to meet the requirements of AD2016-07-24.

**AMOC letter is Available on The Twin Cessna Flyer web site or from ACO Wichita
316-946-4116**

Note a: This AMOC letter is a "Global AMOC" thus making it valid for any owner/operator for which AD2016-07-24 is applicable. Once completed there is no need to reregister and it is automatically transferable to next owner/operator is the plane is sold without reregister.

Note b: AMOC letter, in and of itself, offers some additional specific guidance as well as allows for use of MEB-27-02 Rev.1.

Note c:

Per the AMOC letter prior to use the AMOC you must notify the local flight standards district office (FSDO) of this fact.

3) The hardware replacements and subsequent inspections must be done by at least an A&P technician. Log book entry must detail what was done and the fact that it was done in accordance with the AMOC and if it is the initial filing the fact that the FSDO was notified. Example of initial log entry.

N _____ **CESSNA Model** _____ **Aircraft Serial Number** _____
CW **AD2016-07-24** eff. April 26, 2016 Elevator Trim Tab Attach hardware. CW per AMOC letter #16-30-60
CW Para 1. Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. per AMOC Letter #16-3060 item #1.
Para 2. 100 hr./annual inspection of hardware due at **next annual inspection (July 2017)** per AMOC Letter #16-3060 item #2.
Para 3. Replacement due **at any part removal** per Cessna MEB-27-02 Rev. 1 step 4-6. per AMOC Letter #16-3060 item #3.
Filed AMOC Letter reference #16-3060 dated June 13, 2016 for this aircraft by electronic filing to (state which FSDO office here)
Date _____ Aircraft time _____
Name/Certificate # _____ Signature _____

Future required inspections would only require the log entry to reference the fact that it is done in accordance with AMOC and reference the date of the initial action.

4) The AMOC letter requires that the Local FSDO be notified of use of the AMOC. This notification can be initiated by owner/operator, flight dept. manager, mechanic or probably any other person with some relationship to the aircraft. The local FSDO is not necessarily the one where the aircraft is registered but more likely the one with jurisdiction over the signing mechanic.

Note a: There is no specific format for this notification but here is a copy of the letter that I have worked out using with my FSDO and have done 50 or so to date.

DATE: _____

Columbus FSDO

Attn: Manager

2780 Airport Drive #300

Columbus, Ohio 43219

Subject: Notification of Usage with Global AMOC #16-3060 for initial and reoccurring requirements

of AD2016-07-24

Aircraft Registration # _____

Aircraft Make/Model _____

Aircraft S/N _____

Aircraft Current Registered Owner: _____

This notification is to record the above identified aircraft will utilize Global AMOC #16-3060, in letter dated June 28, 2016 by Associate Manager of FAA, ACO Wichita (attached) for the Initial and Reoccurring requirements (Para. 1, 2, and 3) of AD2016-07-27 eff April 26,2016.

Per requirements of AMOC, use and notification of this FAA/FSDO filing were noted in aircraft records (log book) dated:_____

Anthony R. Saxton - AP3253746IA

Signature _____

TAS Aviation, Inc

20399 Airport Rd

Defiance, OH 43512

419-658-4444

Note b:

Send the completed notification and attach a copy of the AMOC letter. This would also need to be entered in the aircraft records. Remember that this is NOT a request for use (that's already been done by the AMOC) and only a simple notification and as such needs no response from the FAA and no wait is necessary.

4) The AMOC redefined the continued inspection times noting that it is only done at 12 month (Defined as the required Annual Inspection) or if the aircraft is on a 100 hr. inspection it is to be completed as part of the 100 hr. inspection.

Continued inspections does not require removal or replacement of the hardware unless there is a problem. The continued inspection should at least be completed as per MEB-27-02 steps 7 through 11 AND also look for corrosion.

Unless AD2016-07-24 is revised at some time in the future everyone will need to comply with and file notification for this AMOC to properly continue inspections of this hardware.

If any further question arise feel free to contact me or the FAA ACO office in Wichita.

Tony Saxton –Director of Tech Support TTCF

