

European Aviation Safety Agency

EASA

**SPECIFIC AIRWORTHINESS
SPECIFICATION**

for

Reims-Cessna FTB337G and GA

as specified in Section I

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b). There is no valid Type Certificate for this aircraft type. The former type certificate holder was REIMS AVIATION, Aérodrome de Reims-Prunay, Boîte Postale 2745, 51062 REIMS CEDEX - FRANCE.

CONTENT

SECTION 1: Aircraft Design Definition

See Bureau Veritas Fiche de Navigabilité No 124 Edition 7 Février 1991, Section IV and V. Note that this variant was not transferred to Cessna Aircraft Company in the USA and is therefore an EASA type without an active type certificate holder.

Note that certain serial numbers were manufactured by OGMA. Amongst these are 4, 13, 19, 20, 22, 23, 24, 25, 28 which are known to have OGMA dataplate. All aircraft of this type with OGMA dataplates are covered by this SAS,

SECTION 2: Airworthiness Directives

The French DGAC Airworthiness Directives are published at the following url:

<http://www.osac.aero/new/ConsignesNav.php>

The following ADs are listed:

F-1977-092
F-1978-113
F-1987-045
~~F-1988-123~~ superseded by AD US-2011-10-09
F-1997-050
F-2000-525

SECTION 3: Occurrence Reporting

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21A.173(b)(2) under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation¹.
- b) Such reports shall be dispatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.
- c) The State of Registry shall forward the information received under (a) to the Agency when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.

¹ AMC 20-8 contains guidance describing the occurrences which are to be reported. This document can be found on the EASA website under Regulations>Certification Specifications:

SECTION 4: Other Limitations

The aircraft is limited to non-commercial operation with the exception of aerial work subject to the agreement of the National Aviation Authority (NAA) issuing the Restricted CofA that they agree to provide continued airworthiness support to the Agency or that they have established that the necessary continued airworthiness support is provided by another organisation.

The aircraft owner must comply with the applicable EASA airworthiness rules (and especially Part M if applicable).

By complying with these rules, the aircraft complies with ICAO Annex 8.

SECTION 5: Change Record

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| Issue 1 | Initial issue 19 January 2011 to address aircraft on the registers of EU member states that are not supported by the Cessna Aircraft Company in the USA and which do not appear on FAA TCDS A23EU. |
| Issue 2 | FAA AD 2011-10-09 added (see section 2) |