

# Airworthiness Directive Schedule

## Aeroplanes

### Rockwell Commander 112 and 114

24 June 2021

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- Notes:**
1. This AD schedule is applicable to Commander 112 and 114 aeroplanes manufactured under FAA Type Certificate No. A12SO. Commander Aircraft Corporation is the type certificate holder.
  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. State of Design ADs can be obtained directly from the FAA website at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*

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<b>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</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.</b> .....		
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**DCA/RC/1 Throttle Cable - Inspection**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14149.  
**Requirement:** Inspect per Rockwell International SB 114-2 and modify as necessary.  
**Compliance:** Within the next 100 hours TIS unless already accomplished.  
**Effective Date:** 15 September 1978

**DCA/RC/2A Front Seats - Modification**

**Applicability:** Model 112 aircraft, S/N 1 through to 499.  
Model 112TC aircraft, S/N 13000 through to 13149.  
Model 114 aircraft, S/N 14000 through to 14149.  
**Requirement:** Modify pilot and front passenger seats and belt attachments per one of the following:  
1. Rockwell International SB's 114-5B and 114-13, or  
2. Gulfstream Aerospace SB 114-21A.  
(FAA AD 85-03-04 R2 refers)  
**Compliance:** Within the next 100 hours TIS.  
**Effective Date:** DCA/RC/2 - 15 September 1978  
DCA/RC/2A - 22 May 1987

**DCA/RC/3 Lower Vertical Fin - Modification**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14312 and 14314 through to 14318.  
**Requirement:** Modify lower vertical fin rib per Rockwell International SB 114-12.  
**Compliance:** Within the next 100 hours TIS unless already accomplished.  
**Effective Date:** 15 September 1978

**DCA/RC/4 Aileron Hinge Supports - Modification**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14367.  
**Requirement:** Modify per Rockwell International SB 114-14A.  
**Compliance:** Within the next 100 hours TIS.  
**Effective Date:** 26 July 1978

**DCA/RC/5 Front Passenger Seat - Modification**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14367.  
**Requirement:** Modify seat locking mechanism per Rockwell International SB 114-15.  
**Compliance:** Within the next 100 hours TIS.  
**Effective Date:** 15 September 1978

**DCA/RC/6 Elevator and Rudder Installation - Inspection**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14499.

**Requirement:** Inspect elevator and rudder hinge fitting installation per Rockwell International SL 114-17.

Modify bearings and renew any parts found defective.

**Compliance:** Within the next 100 hours TIS.

**Effective Date:** 21 December 1979

**DCA/RC/7 Rudder Tip Rib - Inspection**

**Applicability:** Model 114 aircraft, S/N 14000 through to 14499.

**Requirement:** Inspect per Gulfstream American SB 114-20 Part I. If cracks found, embody Part II before further flight.

**Compliance:** Within the next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS until SB 114-20 Part II is embodied.

**Effective Date:** 29 January 1982

**DCA/RC/8 Cancelled - DCA/RC/2A refers****DCA/RC/9 Vertical Fin Attachment Fitting - Inspection**

**Applicability:** Model 112 and 112B aircraft, S/N 1 through to 544 and 13000.

Model 112TC and 112TCA aircraft, S/N 13001 through to 13309.

Model 114 and 114A aircraft, S/N 14000 through to 14540.

**Requirement:** To prevent failure of the vertical fin attachment fitting P/N 43255-1 and the fuselage frame P/N 43205-1 in the area of FS 230.5, accomplish the following:-

Inspect for cracks in fuselage frame P/N 43205-1 and vertical fin attachment fitting P/N 43255-1 per Part I of Gulfstream Aerospace SB-114-23A.

If cracks are found in the fuselage frame or vertical fin attachment fitting, prior to further flight repair per Part II of SB-114-23A.

*Note: The repetitive inspections may be discontinued when the aircraft is repaired per Part II of SB-114-23A.*

(FAA AD 88-05-06 refers)

**Compliance:** Within the next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until the repair per Part II of SB-114-23A is accomplished.

**Effective Date:** 29 August 1997

**DCA/RC/10 Wing Spar - Inspection**

**Applicability:** Model 112 and 112B aircraft, S/N 1 through to 544 and 13000.  
 Model 112TC and 112TCA aircraft, S/N 13001 through to 13309.  
 Model 114 and 114A aircraft, S/N 14000 through to 14540.

**Requirement:** To prevent failure of the forward wing spar in the area of the main landing gear side brace fitting attachment, accomplish the following:-

1. Inspect the left and right forward wing spars in the area of the main landing gear side brace fitting per Part I of Gulfstream Aerospace SB-114-22C.  
If cracks are found in the left or right forward wing spar as noted in paragraph 8d, Part I, of SB-114-22C, prior to further flight repair per Part II of SB-114-22C.  
If cracks are found in the left or right forward wing spar as noted in paragraph 8a, Part I, of SB-114-22C, prior to further flight repair per Part IV of SB-114-22C.  
If cracks are found in the left or right forward wing spar as noted in paragraph 8b or 8e, Part I of SB-114-22C, prior to further flight repair per Part V of Gulfstream Aerospace SB -114-22C.  
If cracks are found in the left or right forward wing spar, as noted in paragraph 8c, Part I of SB-114-22C, prior to further flight modify the aircraft in accordance with instructions obtained from the aircraft manufacturer.
2. Modify per Part II of SB-114-22C. If the aircraft has been modified either per Part II of SB-114-22, Part II of SB-114-22A, or Part II or Part V of SB-114-22B, modify the aircraft per Part III of SB-114-22C.  
 (FAA AD 90-04-07 refers)

**Compliance:** 1. Within next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until the aircraft is modified per Part 2 of this AD.  
 2. Modify within next 300 hours TIS.

**Effective Date:** 29 August 1997

**DCA/RC/11 Cancelled – DCA/RC/12 refers**

**Effective Date:** 29 March 2012

**DCA/RC/12 Elevator Spar – Inspection**

**Applicability:** Model 112, 112B, 112TC, 112TCA, 114, 114A, 114B and 114TC aircraft, all S/N.

**Note 1:** This AD retains the initial inspection requirements in superseded DCA/RC/11. Since that AD was issued it has been determined there is a need for continued inspections. DCA/RC/12 introduces repetitive inspections of the elevator spar for cracks. If any defects are found the elevator must be replaced, or the elevator spar must be repaired/modified, as required.

**Requirement:** To correct the unsafe condition that exists in the affected aircraft, accomplish the inspections and corrective actions specified in FAA AD 2012-02-10.

**Note 2:** FAA Type Certificate No. A12SO does not include model 112A and 115 aircraft. The model 112A is a Rockwell "marketing name" for the model 112. The model 115 is a Rockwell "marketing name" for the model 114. Since they are type-certificated as model 112 and 114 this AD is applicable to the model 112A and 115 aircraft.  
 (FAA AD 2012-02-10 refers)

**Compliance:** At the compliance times specified in FAA AD 2012-02-10.

**Effective Date:** 29 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>  
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.

**\* FAA AD 73-14-04 Engine and Propeller Controls - Inspection**

**Applicability:** Model 112 aircraft, S/N 3 through to 90.

**Note:** Rockwell International Service Bulletin 112-5 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.  
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021

**\* FAA AD 73-14-06 Propeller Spinner Bulkhead - Inspection**

**Applicability:** Model 112 aircraft, S/N 3 and onwards fitted with a Hartzell propeller spinner C-3533 or C-3533P.

**Note:** Rockwell International Service Bulletin 112-4 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.  
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021

**\* FAA AD 73-24-01 Aileron Hinges and Elevator Trim Tab Hinges - Inspection**

**Applicability:** Model 112 aircraft, S/N 3 through to 120.

**Note:** Rockwell International Service Bulletin 112-6 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.  
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021

**\* FAA AD 75-22-09 Ailerons - Inspection**

**Applicability:** Model 112 aircraft, S/N 3 through to 380.

**Note:** Rockwell International Service Bulletin 112-35 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.  
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021

**\* FAA AD 76-23-02 Cabin Vents and Air Ducts - Inspection**

**Applicability:** Model 114 aircraft, S/N 14089 through to 14113, 14115 through to 14122, 14125 through to 14131, 14134 through to 14149, 14152 through to 14154, and 14156 through to 14158.

**Note:** Rockwell Service Bulletin 114-6 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021

**\* FAA AD 77-01-08 Engine Oil Pressure Tube Assembly - Inspection**

**Applicability:** Model 112 aircraft, S/N 3 through to 470.

**Note:** Rockwell International Service Bulletin 112-46 pertains to the subject of this AD.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 24 June 2021