Airworthiness Directive Schedule

List of New or Revised ADs

Amendment Nr 17-12

21 December 2017

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2017-0238	Aircraft Flight Manual (AFM) – Amendment	7-Dec-17
Airbus Helicopters EC135	EASA AD 2013-0178	Cancelled - EASA AD 2017-0243 refers	21-Dec-17
Airbus Helicopters EC135	EASA AD 2017-0243	Airworthiness Limitations – Amendment	21-Dec-17
Bell 505 Series	TC AD CF-2017-36	Engine Chip Detector – Inspection	29-Dec-17
De Havilland DHC-1 (Chipmunk)	UK CAA AD 2799 PRE 80 (revised)	Anti-spinning Strakes - Modification	21-Dec-17
De Havilland DHC-1 (Chipmunk)	UK CAA AD 2801 PRE 80 (revised)	Aerobatics and Spins Prohibited Placard - Modification	21-Dec-17
Helicopters - General	DCA/HELI/11	Differential or Specialist GPS Installations – Confirm Approved Installation Data	21-Dec-17
Pacific Aerospace 750XL	DCA/750XL/20	Fuel Tank Caps - Inspection	15-Dec-17
Pacific Aerospace 750XL	DCA/750XL/21	Wing Lightning Protection Panels - Inspection	22-Dec-17
Pacific Aerospace 750XL	DCA/750XL/22	Ventilation Hose behind Instrument Panel - Inspection	28-Dec-17
Pacific Aerospace 750XL	DCA/750XL/23	Cockpit Control Handles - Inspection	28-Dec-17
Pacific Aerospace 750XL	DCA/750XL/24	Pitot Static Tube Support Clamps - Inspection	28-Dec-17

Hyperlinks to original State of Design Airworthiness Directives

When the CAA introduced compliance with State of Design ADs in October 2012, we tried to make the change as easy as possible by including hyperlinks to the original State of Design ADs in the NZ AD Schedules. At the time this was done by creating an internal directory of the documents, so that the hyperlink opened directly into the State of Design AD.

The CAA introduced a new website, because our old site was on a platform that was no longer supported, and the website was vulnerable if anything went wrong. The website has moved to the Government Common Web Platform, which has very robust security.

An unintended consequence of the new website is that the AD hyperlinks were broken, and no longer work. Unfortunately, we just do not have the staff to go through and replace all the hyperlinks immediately. What we are doing is correcting the hyperlinks in any AD schedule when it is updated or re-issued.

In the meantime we are also providing a page with hyperlinks to all the various National Airworthiness Authorities (NAA). Links to State of Design home pages are available on the CAA website at

http://www.caa.govt.nz/airworthiness-directives/states-of-design/

These hyperlinks will take you to a particular State of Design AD home page. There you can search for the aircraft type, or the specific AD you are looking for.

In future the hyperlinks in the AD Schedules will only take you to the State of Design AD home page. We have decided not to provide links to individual ADs any more, because these change too often to keep current. We also consider that most engineers and maintenance providers have now become sufficiently computer literate that they can navigate a State of Design AD home page themselves.

If you are having difficulty obtaining a particular AD, send a request to the CAA at

airworthinessdirectives@caa.govt.nz

Notes on New/Revised Airworthiness Directives

EASA AD 2017-0238 MBB-BK117 AFM - Amendment

EASA AD 2017-0238 with effective date 7 December 2017 is applicable to MBB-BK 117 D-2 helicopters, all S/N.

The AD is prompted by an overseas occurrence of erroneous low rotor revolutions per minute (RPM) indication after establishing a One Engine Inoperative (OEI) condition. This condition if not corrected, could result in an inappropriate pilot response during operations in an OEI condition, possibly resulting in damage to the helicopter and/or injury to occupants.

To address this unsafe condition, and pending a software modification, which will prevent further occurrences, Airbus Helicopters (AH) has issued certain AFM Temporary Revisions (TR) to update the “Emergency and malfunction procedures” section of the applicable AFM.

For the reason described above, this AD requires amendment of the MBB-BK 117 D2 AFM.

This AD is considered to be an interim action and further AD action may follow.

EASA AD 2017-0243 Airbus Helicopters EC135 Airworthiness Limitations - Amendment

This AD is retains the requirements of superseded EASA AD 2013-0178 and introduces additional airworthiness limitations.

Transport Canada AD CF-2017-36 Bell 505 Engine Chip Detector - Inspection

This AD is applicable to Bell 505 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-112.

UK CAA AD 2799 PRE 80 and 2801 PRE 80 (both revised) DHC-1 Aircraft

These ADs revised to limit the applicability to UK built DHC-1 aircraft

DCA/HELI/11 Differential or Specialist GPS Installations – Confirm Approved Installation Data

This AD is applicable to all helicopters fitted with GPS units optimised for specialist applications, such as agriculture. The AD is applicable to any specialist GPS installation which is not covered by AC 43-14, or an approved modification, or a STC. This includes any Differential GPS, agricultural GPS or other GPS which are not used solely for en-route VFR navigation purposes.

GPS installations used for agricultural operations, and Differential GNSS (DGNSS) installations have always been specifically excluded from Advisory Circular 43-14 titled *Avionics, Installations - Acceptable Technical Data*, due to the complexity of these installations.

DCA/750XL/20 Fuel Tank Caps - Inspection

The AD is prompted by the possibility that non-conforming fuel tank caps may be installed on certain aircraft, which could result in fuel loss from the aircraft fuel tanks. The POH supplement requires an inspection of the fuel tank caps before every flight, and careful monitoring of the aircraft quantity indication system for fuel use above normal consumption throughout the flight, until a maintenance engineer inspects the fuel tank caps per requirements 2 of the AD.

DCA/750XL/20 with effective date 15 December 2017 introduces CAA Limitation Section, (1 page) dated 8 December 2017 into the Pacific Aerospace 750XL Pilot’s Operating Handbook (AIR 2825 and AIR 3237).

On the 750XL aircraft, the fuel system design is such that the front tanks are continuously topped up by motive-flow transfer from the rear tanks, until the latter are empty. If a front fuel tank cap is not correctly closed, locked and sealed, then fuel could leak past the fuel cap until all fuel other than the front tank contents is consumed. The fuel tank caps are thus critical items to be checked before every flight.

DCA/750XL/21 Wing Lightning Protection Panels - Inspection

The AD is prompted by the possibility that there may be insufficient electrical bonding between the lightning protection panels and the airframe.

DCA/750XL/21 with effective date 22 December 2017 mandates an electrical bonding inspection of the wing lightning protection panels per the requirements in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/092 issue 2, dated 15 December 2017, or later approved revision.

DCA/750XL/22 Ventilation Hose behind the Instrument Panel - Inspection

The AD is prompted by two reports of finding abrasion damage behind the instrument panel caused by ventilation hose chafing.

DCA/750XL/22 with effective date 28 December 2017 mandates an inspection of components and wiring behind the instrument panel for possible abrasion damage caused by ventilation hose chafing.

DCA/750XL/23 Cockpit Control Handles - Inspection

This AD is prompted by a ground inspection which found it is possible for the control column to snag on the cockpit control tee handles on certain aircraft. When the tee handle is pulled out to the maximum limit it fouls with the control column in the extreme forward right and left positions. The tee handles are mounted below the switch panels adjacent to the centre console.

DCA/750XL/23 with effective date 28 December 2017 mandates the inspection and corrective actions in the Accomplishment Instructions of Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/093 issue 1, dated 14 December 2017, or later approved revision.

DCA/750XL/24 Pitot Static Tube Support Clamps - Inspection

This AD is prompted by a production inspection of installed pitot static plumbing which identified insufficient clearance between the pitot tubes and the primary support at the flame arrestor intersection.

DCA/750XL/24 with effective date 28 December 2017 mandates the inspection and corrective actions per the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/094 issue 1, dated 14 December 2017, or later approved revision.

AD Schedule applicable to Safran Helicopter Engines – Arrius 2F and 2R

This AD schedule revised to include Arrius 2R engines (Safran Helicopter Engines, formerly Turbomeca) manufactured under EASA TC E.031. There are no EASA ADs applicable to the Arrius 2R engine at this time.