Airworthiness Directive Schedule

List of New or Revised ADs

Amendment Nr 19-04

18 April 2019

AD Schedule	AD Number	AD Title	Eff Date
Bell 205	DCA/BELL205/7	Cancelled – DCA/BELL205/8 refers	18 April 19
Diamond DA42	EASA AD 2019-0066	NLG Leg Assembly – Inspection	18 April19
Honeywell LTS101 & T53 Series	DCA/AL-T/28	Cancelled – DCA/AL-T/33 refers	18 April 19
Honeywell LTS101 & T53 Series	DCA/AL-T/6	Cancelled – DCA/AL-T/32 refers	18 April 19
Pacific Aerospace 750XL	DCA/750XL/37	Engine Fuel Lines and Electrical Wiring – Inspection	25 April 19
Robinson R66 Helicopters	FAA AD 2019-07-02	Oil Tank – Inspection	17 May 19
Rotax Engines	UK MPD 2019-004-E	Fuel Pump Assembly – Inspection	12 April 19
Schempp-Hirth Gliders	EASA AD 2017-0167-E	Cancelled – Refer to Glasflugel gliders AD schedule	18 April 19
Schempp-Hirth Gliders	EASA AD 2019-0079	Air Brake Control – Inspection	18 April 19
Vedeneyev M-14, Ivchenko AI-14 & Housai HS-6 Series	DCA/VEDEN/1	Engine Life Limit – Maintenance Programme Review	18 April 19
Vedeneyev M-14, Ivchenko AI-14 & Housai HS-6 Series	UK MPD 2019-002	Cancelled – DCA/VEDEN/1 refers	18 April 19

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 2019-0066 Diamond DA 42 aircraft - NLG Leg Assembly

This AD is prompted by a report received by EASA of finding a failed NLG actuator attachment lever, which had separated from the NLG leg. Upon retraction of the landing gear the NLG actuator interfered with the rudder control rods, which forced the rudder into left-hand deflection. After lowering the landing gear full rudder control was restored. The investigation revealed that the actuator lever failed due to a crack that had developed over a long time.

To address this safety concern, the OEM issued a MSB, which provides instructions to inspect the affected part. This AD requires repetitive inspections of the NLG leg actuator attachment lever and replacement of the NLG leg, as required.

DCA/750XL/37 PAL 750XL - Engine Fuel Lines and Electrical Wiring

DCA/750XL/37 is prompted by a review of the installation of the engine fuel lines and the electrical installation forward of the engine firewall on aircraft fitted with an air conditioner and/or a standby alternator, including those aircraft configured for the installation of an air conditioner and/or a standby alternator.

It was found that the engine fuel feed lines hoses could possibly chafe against the adjacent electrical wiring and the ignition exciter, which could result in a fuel leak and possible fire. The AD is issued to introduce the corrective actions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/113 issue 2, dated 8 March 2019.

FAA AD 2019-07-02 Robinson R66 – Oil Tank

The actions of this AD are intended to correct an unsafe condition on R66 helicopters. This AD is prompted by reports received by the FAA of finding broken oil tank internal baffles. This AD mandates an inspection of the oil tank outlet fitting. If the fitting is blue, then this AD requires replacement of the oil tank with a tank that does not have a blue fitting. This AD also requires a determination of the revision letter on the ink stamp, and the installation of an oil tank angle based on that determination.

UK CAA MPD 2019-004-E Rotax Engines – Fuel Pump Assembly

UK MPD 2019-004-E with effective date 12 April 2019 is applicable to non-type-certified Rotax 912 i series engines and 915 i A series engines, all S/N.

This MPD is prompted by a fuel leak found on an engine at the production line. Subsequent investigation determined a manufacturing escape as root cause of the fuel leak. An affect batch of fuel pump assemblies have been identified, which could experience similar fuel leaks.

An engine fuel pump leak could result in an engine fire, a forced landing and possible damage to the aircraft and injury to the occupants. To address this unsafe condition, BRP-Rotax issued an ASB to provide inspection instructions, which are mandated by this MPD.

This MPD also provides additional requirements for the installation of a fuel pump assembly on an engine. The UK CAA MPD can be obtained from the UK CAA web page at http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=list&type=sercat&id=55

Note: EASA AD 2019-0055-E (Correction dated 19 March 2019) with effective date 20 March 2019 is applicable to type-certified Rotax 912 iSc2 Sport, 912 iSc3 Sport and 915 iSc3 A engines, all S/N.

DCA/VEDEN/1 Vedeneyev M-14, Ivchenko AI-14 & Housai HS-6 Series Engines – Engine Life Limit: Maintenance Programme Review

DCA/VEDEN/1 supersedes UK MPD 2019-002 to clarify the requirements and the compliance. The lack of overhaul policy and procedures for affected engines has highlighted the need to ensure that the existing aircraft maintenance programme states an engine finite life of 2250 hours TSN, or that the existing aircraft maintenance programme includes approved engine escalation procedures to ensure the continued airworthiness of the engine beyond 2250 hours TSN.

This AD is applicable to Ivchenko AI-14 engine variants, all S/N, Vedeneyev M-14 P engine variants, all S/N and Quzhou / Zhuzhou HS-6 engine variants, all S/N.

These engines are known to be installed on ex-military aircraft types, including, but not limited to, Yakovlev / Aerostar SA / Intreprinderea De Av Bacau Yak-18, Yak-50, Yak-52 and Yak-55 aircraft, Nanchang CJ-6 aircraft, PZL-104 Wilga 35 aircraft and the Sukhoi Su-26 aircraft.

Douglas DC3C-S1C3G AD Schedule – Additional notes added to the contents page

This AD Schedule revised to clarify Note 2 and introduce Notes 3 and 4 to the AD Schedule contents page.

Note: No new or amended ADs have been introduced to the AD Schedule applicable to Douglas DC3C-S1C3G aircraft.

For Douglas DC3C-S1C3G aircraft compliance is required with the airworthiness directives issued by the FAA (State of Design of the aircraft) and every applicable AD issued by the State of Design of an aeronautical product that is used on the aircraft, including the airworthiness directives listed in this AD Schedule.

For aircraft with a MCTOW in excess of 5700 kg the CAA revised CAR Part 39.51(a)(2) on 1 March 2007 to require compliance with every applicable AD issued by the State of Design of the aircraft, and every applicable AD issued by the State of Design of an aeronautical product that is used on the aircraft.

CAR Part 39.51(a)(1) also requires compliance with every applicable airworthiness directive issued by the Director in accordance with section 72I(3A) of the Act.