Airworthiness Directive Schedule

Amateur Built

Amateur Built Aircraft

30 May 2024

Notes:

1. This AD schedule is applicable to aircraft with a Special Category - Amateur Built Airworthiness Certificate.
2. The foreign ADs listed in this schedule can be obtained directly from the applicable foreign National Airworthiness Authority (NAA) website.

   Links to NAA websites are available on the CAA website at: https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/
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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DCA/ABUILT/1 Tow Hook Attachment - Modification

Applicability: All Hall Cherokee II Gliders.

Requirement: CAD modification AWD/7.

Compliance: Before the issue of an Airworthiness Certificate.

Effective Date: 31 August 1970

DCA/ABUILT/2A Aileron Pulley Mounting - Modification

Applicability: All Jodel D.11 aircraft.

Note 1: DCA/ABUILT/2A revised to correct the modification reference.

Requirement: Civil Aviation Department (CAD) modification AWD/11.

Note 2: The same requirement for Jodel D.11 microlight aircraft is mandated by DCA/MICRO/20.

Note 3 A copy of CAD modification AWD/11 is available on the Airworthiness Directives webpage on the CAA website.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.

Effective Date: DCA/ABUILT/2 - 30 April 1966
DCA/ABUILT/2A - 17 December 2020

DCA/ABUILT/3 Anti-Spin Strakes - Modification

Applicability: All Piel Emeraude aircraft.

Requirement: Fit an approved type of anti-spin strakes. Martin's Industries Pty Ltd drawing No. 0123.

Compliance: Before issue of Airworthiness Certificate.

Effective Date: 14 April 1976

DCA/ABUILT/4 Fin Attachment - Modification

Applicability: All Duster BJ-1B Gliders.

Requirement: Modify per Duster Change Bulletin dated 12 January 1978.

Compliance: Before further flight.

Effective Date: 14 March 1978

DCA/ABUILT/5 Crankshaft - Replacement and Propeller Attachment Flange - Inspection

Applicability: All Revmaster engines.

Requirement: To preclude possibility of failure due to fatigue, accomplish the following using approved conditions and procedures:

1. Remove from service all cast ductile steel crankshafts and replace with equivalent forged steel crankshafts.
2. Inspect propeller attachment flange for cracks, especially in bore keyway groove and oil transfer hole if present, using magnetic particle method. Remove from service any part found cracked.

Compliance: Prior to next flight.

Effective Date: 21 August 1982

DCA/ABUILT/6 Airmaster Propellers - Removal from Service

Applicability Airmaster propeller models AP306 and AP406.

Requirement: To prevent propeller hub failure due to incorrectly machined components or fitment to an unsuitable engine, accomplish the following:

1. Remove from service all AP306 and AP406 propellers until they have been returned to the manufacturer for a conformity inspection and compliance with Airmaster SB 306-1 or SB 406-1, as applicable.

2. Remove from service all AP306 propellers fitted to Continental, or Lycoming engines.

Compliance: Before further flight.

Effective Date: 16 February 1996

DCA/ABUILT/7 Flight Limitations - Placard

Applicability: All Jurca MJ-5 series.

Requirement: To prevent in-flight structural failure, aerobatic manoeuvres are prohibited and flight operations are limited to +4.4g and -2.2g. The following placard must be displayed in clear view of the pilot:

Aerobatic manoeuvres are prohibited

(DGAC AD T96-258(A) refers)

Compliance: Before further flight.

Effective Date: 15 November 1996

DCA/ABUILT/8 Nosewheel Steering Lock – Inspections, Operational Notes and Modification

Applicability: All Zenair Zenith CH-200.

Requirement: To ensure correct operation of the nosewheel steering lock and safe operation of the aircraft, accomplish the following:

1. Inspect the nosewheel steering key, locking plate and pivot point of the plate to ensure they have been correctly manufactured and assembled per the drawings for the CH-200. Any discrepancies found, must be rectified before further flight.

2. Carry onboard the aircraft, a copy of the following operational information. The aircraft owner must ensure that all pilots are familiar with the contents of this operational information.

Locking the Nosewheel Steering In-flight

If the nosewheel steering becomes unlocked in-flight, sudden unexpected yaw may result. While this yaw may be disturbing, immediate action to re-engage the steering lock is NOT necessary.

CAUTION: Aircraft may enter a stall or spin with the application of large rudder movements at low airspeed.

To re-engage the nosewheel steering lock, complete the following:-

- Ensure aircraft is at a safe height (3000 feet agl is recommended).
- Reduce speed to 80 KIAS.
- Pull the lock lever steadily while manipulating the rudder pedals until the lock re-engages.

3. Inspect the nosewheel steering key and locking plate for evidence of excessive wear and replace any worn components before further flight.

4. Modify the aircraft so that the nosewheel is self-centring in flight. (Such as a nosewheel fairing, that incorporates a trailing edge fin). This is terminating action for this AD.

Note: This AD is applicable to all CH-200 aircraft regardless of whether a nosewheel fairing is fitted. For aircraft that are not fitted with a nosewheel fairing, owners may apply for an alternate means of compliance to part 4 of this AD if their aircraft has demonstrated no adverse handling characteristics when the nosewheel steering becomes unlocked in-flight.

Compliance: 1. By 22 May 2004.

2. By 22 May 2004.

3. By 22 May 2004 and thereafter at intervals not to exceed 50 hours TIS.

4. By 22 April 2005.

Effective Date: 22 April 2004

DCA/ABUILT/9 Aircraft Fuel System – Calibration

Applicability: All amateur built aircraft.

Requirement: To ensure actual and useable fuel quantity are known and accurately displayed to the pilot, calibrate the aircraft fuel system by accomplishing the following after aircraft construction:

1. Maximum fuel capacity:

Fill the aircraft fuel tanks and determine the actual fuel capacity.

2. Unusable fuel quantity:

With the aircraft in the most critical flying attitude determine the unusable fuel quantity by test.

3. Intermediate fuel gauge markings:

Fill the fuel tanks progressively from the unusable fuel quantity level and calibrate the intermediate fuel gauge markings, as applicable.

Note 1: Refer to the applicable aircraft pilot operating handbook (POH), the service manual or build instructions, as required, to accomplish these requirements.

Note 2: The usable fuel quantity will be less than the maximum fuel tank capacity due to there being residual fuel in the fuel system components such as, the gasolators, fuel filters and fuel lines. The location of the fuel pick-ups in the fuel tanks also has an influence on the usable fuel capacity. Once the useable fuel capacity is known the aircraft endurance can be calculated.

Note 3: Avoid low fuel states until the fuel system has been calibrated.

(NZ occurrence refers)

Compliance: 1. 2. & 3. Before first flight after construction, or by 29 May 2009 for those aircraft which have not been calibrated before first flight, unless already accomplished.

Effective Date: 29 May 2008

DCA/ABUILT/10 Wing Structure and Control System – Modification

Applicability: Model Zodiac and Zenith CH 601-XL aircraft, all S/N.

Note 1: This AD is prompted after six overseas in-flight structural breakups of Zodiac CH 601-XL aircraft since 2005. The CAA recommends operators of affected amateur built aircraft exercise all possible caution in the operation of their aircraft and observe the safety recommendations in Continuing Airworthiness Notice No. 27-003 issued 20 April 2009 until the requirements of this AD have been accomplished.

Requirement: To prevent inflight structural failure due to design and operational aspects of the aircraft, accomplish one of the following two modifications:

1. Embody the structural design changes specified in Aircraft Manufacturing and Design (AMD) Safety Alert/Safety Directive, release date 7 November 2009, revision 1 or

2. Embody UK Light Aircraft Association (LAA) modification MOD/162B/004 issue 1 dated 18 August 2009.

Note 2: The requirements of this AD must be supervised or accomplished and released to service by a person who holds a current aircraft maintenance engineer licence with appropriate aircraft group rating issued in accordance with Part 66 or the original builder who holds a maintenance approval for the aircraft.

Note 3: The AMD modification provides instructions to install aileron counter balance weights, the reinforcement of the aileron bellcrank area, and modifications to increase the safety margins of the seat area, main spar bolt area and rear spar area.

Note 4: LAA modification MOD/162B/004 issue 1 dated 18 August 2009 provides instructions to modify the wing attachments, adds aileron mass balances, alters the elevator trim system, and includes changes to the weight and cg range.

(Several overseas inflight structural failure accidents refer)

Compliance:
1. By 26 December 2009.
2. By 26 December 2009.

Effective Date: 26 November 2009

DCA/ABUILT/11 RH Control Stick – Inspection and Modification

Applicability: All Vans RV series aircraft fitted with dual control sticks.

Note 1: This AD is prompted after an incident in which a dual control RV aircraft flown from the RH seat was invloved in a hard landing after the control stick separated from it's receptacle.

Requirement: To insure the RH (passenger) control stick is properly secured to the control column accomplish the following:

Gains access to the lower end of the RH control stick and determine if the stick is secured in the socket per the instructions in Van's Aircraft Inc. SB No. 07-2-6 dated 6 Feb 2007 or later approved revisions. If the stick is not secured accomplish the corrective modification per the instructions in SB No. 07-2-6.

Note 2: The requirements of this AD must be supervised or accomplished and released to service by a person who holds a current aircraft maintenance engineer licence with appropriate aircraft group rating issued in accordance with Part 66 or the original builder who holds a maintenance approval for the aircraft.
(NZ Occurence 10/4919 refers)

Compliance: Within the next 50 hours TIS or by 23 January 2011 whichever occurs sooner, unless previously accomplished.

Effective Date: 23 December 2010

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 https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/
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.

UK MPD 1997-001R3 Mandatory Requirements for Continued Airworthiness

Applicability: Rotorway Executive 90 helicopters.

Compliance: Initial inspections per the Rotorway International Bulletins:

At the next annual or 100 hour inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections per the Rotorway International Bulletins:

Thereafter accomplish the required repetitive inspections at intervals not to exceed the intervals specified in the Rotorway International Bulletins.

Effective Date: 6 May 2014

UK MPD 1997-003R2 Mandatory Requirements for Continued Airworthiness

Applicability: Rotorway Executive helicopters.

Compliance: Initial inspections per the Rotorway International Bulletins:

At the next annual or 100 hour inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections per the Rotorway International Bulletins:

Thereafter accomplish the required repetitive inspections at intervals not to exceed the intervals specified in the Rotorway International Bulletins.

Effective Date: 6 May 2014

UK MPD 2003-010R1 Mandatory Requirements for Continued Airworthiness

Applicability: Rotorway Executive 162F helicopters.

Compliance: Initial inspections per the Rotorway International Bulletins:

At the next annual or 100 hour inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections per the Rotorway International Bulletins:

Thereafter accomplish the required repetitive inspections at intervals not to exceed the intervals specified in the Rotorway International Bulletins.

Effective Date: 6 May 2014

*** UK MPD 2014-003 (Correction) Aluminium Engine Cam Gear P/N A24-1502 – Life Limitation**

Applicability: All Rotorway Executive, Executive 90 and Executive 162F helicopters.

Note: UK MPD 2014-003 (Correction) re-issued to clarify the compliance.

Compliance: Aluminium engine cam gear P/N A24-1502 must be replaced at 250 hours TIS, or by 30 June 2024, whichever is the sooner. From the effective date of this MPD the life of the aluminium engine cam gear P/N A24-1502 is limited to 250 hours TIS.

Effective Date: UK MPD 2014-003 - 6 May 2014
UK MPD 2014-003 (Correction) - 30 May 2024

DGAC AD F-2008-003 Front Landing Gear Leg (NLG) - Inspection

Applicability: All Dyn'Aero MCR type aircraft, all S/N fitted with a 28 mm diameter sliding nose landing gear (i.e. a NLG oleo strut with a 28 mm diameter piston shaft) and a 32 mm external diameter oleo cylinder.

Requirement: Refer to DGAC AD F-2008-003.

Note: The same requirement for Dyn'Aero MCR type microlight aircraft is mandated by DCA/MICRO/6.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.

Effective Date: 17 December 2020

DGAC AD F-2012-001 Horizontal Stabiliser - Inspection

Applicability: All Dyn'Aero MCR type aircraft, all S/N.

Requirement: The actions in DGAC AD F-2012-001.

Compliance: The initial inspection per action 3.1 of DGAC AD F-2012-001 required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.

Compliance with action 3.2 of DGAC AD F-2012-001 required within the next 12 months from 17 December 2020.

Compliance with action 3.3 of DGAC AD F-2012-001 required at intervals not to exceed 100 hours TIS, or 12 months, whichever occurs first from compliance with requirement 3.1 of DGAC AD F-2012-001.

Effective Date: 17 December 2020

DCA/ABUILT/12 Engine Control Rod Eye Ends - Modification

Applicability: All single engine aircraft installations having components which are actuated by control rods with eye ends.

Requirement: To prevent detachment in event of bearing failure, all rod end fittings in throttle, mixture and propeller control linkages shall be fitted with a retaining washer of such outside diameter that a rod eye end cannot pass over it.

Compliance: By 30 December 2021 and after installation of all rod end fittings in throttle, mixture and propeller control linkages.

Effective Date: 25 November 2021

Note: For certified aeroplanes up to 5700 kg MCTOW refer to DCA/GEN/5A.

DCA/ABUILT/13 Flight Control Cable End Assemblies - Proof Load

Applicability: Flight control cable assemblies for all aircraft, except gliders.

Note 1: DCA/GEN/6A revised to clarify some aspects of the AD applicability and introduce explanatory notes 2 and 3.

Requirement: To ensure that flight control cable end assemblies (i.e. terminals, end fittings and splices) comply with applicable strength requirements, proof load cable assemblies fitted with approved components in accordance with the applicable specifications, or standards of:

1. U.S.A. - 60% of cable breaking strength specified in applicable specifications and/or standards.

2. U.K. - 50% of cable breaking strength specified in applicable specifications and/or standards.

3. Any other country - as specified, or approved by the country of origin, but not less than 50% of the cable breaking strength as specified in applicable specifications and/or standards.

Note 2: This AD is not applicable to flight control cable assemblies received with a release note, a Form One, or an equivalent, and sourced from an aircraft manufacturer, or a cable assembly manufacturer, or an aircraft parts supplier.

Note 3: Flight control cables on certain aircraft can only be spliced in situ. With cable installations like this, the testing of a representative flight control cable assembly per the requirements of this AD meets the intent of the AD.

Compliance: Prior to the installation of a flight control cable.

Effective Date: 25 November 2021

Note 4: For certified aeroplanes up to 5700 kg MCTOW refer to DCA/GEN/6A.

UK MPD 2022-003 (Correction) Door Brackets – Modification

Applicability: Europa aircraft, all models, all S/N.

Note: This MPD re-issued by the UK CAA to correct typographical errors made with regard to canopy door locking and passenger descriptions.

Effective Date: 17 February 2022

UK MPD 2022-004-E Seat Locking and Secondary Seat Restraint – Inspection

Applicability: All Reality Escapades and Sherwood Scout kit built aeroplanes, all S/N.

Effective Date: 24 February 2022