

# Airworthiness Directive Schedule

## Components and Equipment

### Role Equipment - Helicopters

27 October 2022

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- Notes:**
1. This AD schedule is applicable to role equipment installed on helicopters.
  2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to role equipment installed on helicopters. State of Design ADs can be obtained directly from the applicable 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 majority of airworthiness directives listed in the Aircraft Role Equipment AD Schedule prior to August 2010 were solely applicable to helicopters. Accordingly this schedule has been revised to only be applicable to helicopters.
  4. For role equipment fitted to aeroplanes refer to the AD schedule applicable to Role Equipment – Aeroplanes.
  5. The date above indicates the amendment date of this schedule.
  6. New or amended ADs are shown with an asterisk \*
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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..... 12

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**DCA/EQUIP/1H Cancelled – DCA/EQUIP/28A refers****Effective Date:** 25 June 2020**DCA/EQUIP/2A Hopper Contents, Upper-Level Indication - Modification****Applicability:** Aircraft that are internally equipped for dispensing substances on agricultural operations.**Requirement:**

1. Hoppers shall be provided with a means for enabling upper contents levels to be observed or indicated so that inadvertent over-filling may be detected by the pilot.
2. The means of indication shall function for all loads in excess of half the maximum hopper load authorised in the aircraft approved flight manual, allowing for the likely range of agricultural material densities to be carried.

**Compliance:** By 31 October 2006**Effective Date:** DCA/EQUIP/2 - 3 August 1979  
DCA/EQUIP/2A - 27 July 2006**DCA/EQUIP/3 Fire Lighting Equipment - Design Standards****Applicability:** All equipment slung from a helicopter cargo hook for the purpose of dropping ignited fuels from the air to light ground fires.**Requirement:** All fire lighting equipment shall be checked for conformity with the standards prescribed in Airworthiness Specification No.3 and approved modifications embodied as necessary to satisfy the stated design and construction requirements.**Compliance:** By 31 December 1982**Effective Date:** 9 July 1982**DCA/EQUIP/4 Cancelled – DCA/ROLE/2 refers****Effective Date:** 30 September 2010**DCA/EQUIP/5 Breeze-Eastern Hoist Cable Assemblies - Inspection and Replacement****Applicability:** All Breeze-Eastern Hoists.**Requirement:** Investigation of recent cable assembly failures has revealed substandard assemblies fitted to hoists. To prevent failure accomplish the following:-

Ensure only cable assemblies supplied by Breeze-Eastern are fitted, and that all repairs have been accomplished per Breeze-Eastern recommendations. Any assembly that has not been supplied by Breeze-Eastern, or that has been repaired outside the recommendations of Breeze-Eastern, must be removed from service.

**Compliance:** By 12 May 1996**Effective Date:** 12 April 1996**DCA/EQUIP/6 Breeze-Eastern Hoist Hook Assembly - Inspection****Applicability:** All 300 Pound Breeze-Eastern Rescue Hoists fitted with hook assemblies P/N BL7520-1 or BL14585.**Requirement:** To prevent hook retainer separation from the hook housing, accomplish the following:-

Lift the rubber bumper P/N BL7513-1. Visually inspect the lock-washer P/N BL7519 for serviceability and ensure that the retainer P/N BL7517 is positively locked to the housing P/N BL7514-1 by the lock-washer. Rectify any discrepancies found before further flight

**Compliance:** By 20 March 1998 and thereafter whenever the hook assembly is disturbed.**Effective Date:** 13 March 1998**DCA/EQUIP/7 Cancelled – DCA/EQUIP/18 refers****Effective Date:** 25 June 2009

**DCA/EQUIP/8 Cancelled – Superseded by DCA/AS350/87 and DCA/AS355/59**

**Effective Date:** 1 December 2005

**DCA/EQUIP/9 Siren Cargo Hook – Inspection**

**Applicability:** Siren Cargo Hooks P/N AS-21-5-7. These hooks may be fitted to, but not limited to AS 350 series helicopters.

**Requirement:** To prevent inadvertent load release, inspect per Eurocopter Alert Telex 05.00.39

1. Cargo Hooks without Amendment B, comply with paragraph 2A of the Telex.
2. Cargo Hooks with Amendment B, Comply with paragraph 2B of the Telex.

(DGAC AD 2002-044 refers)

**Compliance:**

1. Before next flight with under slung load.
2. Before first flight of the day with under slung load.

**Effective Date:** 28 February 2002

**DCA/EQUIP/10 Breeze Eastern Rescue Hoists BL-16600 Series – Inspection**

**Applicability:** Breeze Eastern rescue hoists series BL-16600, excluding BL-16600-160. These hoists may be installed on, but not limited to Bell 206, Bell 222, and McDonnell Douglas MD-500.

**Requirement:** To prevent mounting bracket cracks, which could result in mounting bracket failure and separation of the rescue hoist from the helicopter, perform a one-time inspection for mounting bracket cracks, and, if necessary, replace with serviceable parts, per Breeze Eastern Advisory Bulletin CAB-100-56, dated November 11, 1997.

(FAA AD 2002-20-05 refers)

**Compliance:** By 30 November 2002

**Effective Date:** 31 October 2002

**DCA/EQUIP/11 Onboard Systems Cargo Hooks – Modification**

**Applicability:** Onboard Systems 12 volt 3.5K keeperless cargo hook, P/N 528-023-00. This hook may be installed on R22 and R44 helicopters.

Onboard Systems 28 volt 3.5K keeperless hook, P/N 528-023-00.

**Requirement:** To prevent inadvertent load release, accomplish spring replacement per Onboard Systems SB 159-012-00 (12 volt) or SB 159-011-00 (28 volt) as applicable.

**Compliance:** By 31 March 2004

**Effective Date:** 18 December 2003

**DCA/EQUIP/12A Breeze Hoist Hook Assembly – Operation and Modification.**

**Applicability:** Breeze hoists fitted with hook assembly P/N BL-7520-01, with hook P/N BL-7520 which is not fitted with a tongue locking system.

These hoists may be installed on, but not limited to AS 350 B, BA, B1, B2, B3, BB and D aircraft and AS 355 E, F, F1, F2 and N aircraft.

**Requirement:** To prevent incorrect positioning of the strap on the hook of the hoist during a hoisting mission, which could lead to distortion of the tongue causing the load to drop, accomplish the following:

1. Comply with the operational procedure and the restriction prohibiting the use of rigid cables as described in paragraph 2.A. of Eurocopter ASB 01.00.56 for AS 350 aircraft and Eurocopter ASB 01.00.50 for AS 355 aircraft and incorporate a copy of Note 1 of this AD into the aircraft flight manual.
2. Use a single oblong ring directly on the hoist hook, qualified for the hoisted load with dimensions as per the instructions in paragraph 2.B. of ASB 01.00.56 for AS 350 aircraft, and ASB 01.00.50 for AS 355 aircraft.  
(DGAC AD F-2004-170 R1 refers)

**Note 1:**

<b>Breeze Hoist Operational Warning</b>	
<ul style="list-style-type: none"> <li>• TAKE THE USUAL PRECAUTIONS AS SOON AS THE HOIST CABLE IS UNDER TENSION - CHECK THAT THE ATTACHMENT SYSTEM FOR THE HOISTED PERSON(S) OR LOAD IS CORRECTLY POSITIONED AT THE BOTTOM OF THE HOIST HOOK.</li> <li>• COMPLY WITH THE INSTRUCTIONS IN THE FLIGHT MANUAL.</li> <li>• MAKE SURE THAT THE HOISTING ACCESSORIES AND GRIPPING DEVICES ENSURE THE REQUIRED SAFETY LEVEL AND CANNOT GIVE RISE TO JAMMING, ROLL-OUT OR BUTRESSING OF THE ATTACHMENT ON THE HOOK TONGUE, WHICH COULD RESULT IN THE LOSS OF THE LOAD.</li> <li>• THE USE OF RIGID CABLES WITH HEART-SHAPED EYE END FITTINGS, OR SEVERAL RINGS, OR RIGID ATTACHMENTS OR A STRAP, DIRECTLY ON THE HOIST HOOK, ARE PROHIBITED.</li> <li>• ONLY USE A SINGLE OBLONG RING DIRECTLY HOOKED ON THE HOIST HOOK.</li> </ul>	

**Note 2:** The oblong ring can be replaced with a snap hook with identical dimensions.

**Compliance:** 1. Before the next hoist mission.  
2. By 30 August 2005.

**Effective Date:** DCA/EQUIP/12 - 28 April 2005  
DCA/EQUIP/12A - 30 June 2005

**DCA/EQUIP/13 Cancelled - DCA/EQUIP/15 refers**

**Effective Date:** 27 July 2006

**DCA/EQUIP/14 Goodrich (Lucas – Air Equipment) Hoists – Operation and Modification**

**Applicability:** Goodrich (Lucas – Air Equipment) hoists P/N 76370-xxx and hooks P/N 709866, or hoists P/N 76375-xxx or 76378-xxx and hooks P/N 710177, or hoists P/N 76300-xxx and hooks P/N 704160 or 708931, which are installed on, but not limited to:

Model AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BB and AS 350 D aircraft,  
 Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft,  
 Model SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 aircraft, and  
 Model SA 315 B aircraft.

**Note 1:** Refer to the manufacturer documentation to determine which hook is installed on which hoist.

**Note 2:** The hooks concerned are not fitted with a tongue locking system.

**Requirement:** To prevent incorrect positioning of the strap on the hook of the hoist during a hoisting mission, which could lead to distortion of the tongue causing the load to drop, accomplish the following:

1. Comply with the operational procedure and the restriction prohibiting the use of straps as described in paragraph 2.A of Eurocopter Alert Service Bulletin (ASB) No. 01.00.54 for AS 350 aircraft, ASB No. 01.00.49 for AS 355 aircraft, ASB No. 01.00.57 for AS 365 aircraft and ASB No. 01.33 for SA 315 aircraft.
2. Comply with the instructions in paragraph 2.B of ASB No. 01.00.54 or ASB No. 01.00.49 or ASB No. 01.00.57 or ASB No. 01.33 as applicable.  
(EASA 2006-0098 refers)

**Compliance:**

1. Before the next hoist mission.
2. By 1 August 2006

**Effective Date:** 1 June 2006

**DCA/EQUIP/15 Goodrich Electric Hoists Squibs – Operation and Modification**

**Applicability:** Goodrich electric hoists PN 76370-XXX, (fitted with all types of motors) with MOD 073318 not embodied, per Eurocopter AS 350 Alert Service Bulletin (ASB) No. 25.00.95 or Eurocopter AS 355 Alert Service Bulletin No. 25.00.85, and  
 Goodrich electric hoists PN 76370-XXX not fitted with an Auxilec motor.

These hoists are installed on, but not limited to, model AS 350 B, BA, BB, B1, B2, B3 and D aircraft, and model AS 355 E, F, F1, F2 and N aircraft.

**Requirement:** To prevent the potential risk of untimely squib firing, which would cause the cable to be cut, accomplish the following:

1. Deactivate the squib and affix placards in the cockpit and in the cabin near the hoist operator, per the instructions specified in paragraph 2.B. of Eurocopter Alert Service Bulletin 25.00.94 for AS 350 aircraft, and Eurocopter Alert Service Bulletin 25.00.84 for AS 355 aircraft. Before each hoisting mission comply with the operating instructions per paragraph 2.D in ASB 25.00.94 for AS 350 aircraft and ASB 25.00.84 for AS 355 aircraft.
2. Remove the ground from the hoist squib wiring, per the instructions specified in paragraph 2.B. of ASB No. 25.00.95 for AS 350 aircraft, and ASB No. 25.00.85 for AS 355 aircraft.

**Note:** Before installing a hoist on an aircraft, comply with the instructions specified in paragraph 2.B of ASB 25.00.94 for AS 350 aircraft, and ASB 25.00.84 for AS 355 aircraft.  
(EASA AD 2006-0164 refers)

**Compliance:**

1. Before the next hoisting operation, unless already accomplished.
2. By 27 August 2006, unless already accomplished.

**Effective Date:** 27 July 2006

**DCA/EQUIP/16 Cancelled – DCA/EQUIP/22 refers**

**Effective Date:** 25 February 2010

**DCA/EQUIP/17 Cancelled – DCA/EQUIP/24 refers**

**Effective Date:** 27 August 2010

**DCA/EQUIP/18A Siren Cargo Hooks – Inspection and Placard**

**Applicability:** Model EC 120 B aircraft, model AS 350 B, BA, B1, B2, B3, BB and D aircraft, model EC 130 B4 aircraft, model AS 355 E, F, F1, F2 and N aircraft, model AS 365 N, N1, N2 and N3 aircraft, model EC 155 B and B1 aircraft, model SA 330 F, G and J aircraft, model AS 332 C, C1, L, L1 and L2 aircraft and model EC 225 LP aircraft, all S/N fitted with any type of SIREN Load Release Unit.

**Note 1:** Requirement 1 revised to clarify that the inspection of the cargo hook locking keeper clearance is a one time inspection only.

**Requirement:** To prevent jamming of the load release mechanism, accomplish the following:

1. For SIREN load release units P/N AS21-5-(1 to 7) with a serial number below 415:

inspect the clearance “J” of the cargo hook locking keeper is within the limits specified in paragraph 2.B.1 of the applicable ASB.

2. For all SIREN load release units P/N AS21-5-(1 to 7)

Determine the size of the rings and shackles used for cargo hook operations. Replace rings and shackles that are not within the tolerances specified in paragraph 2.B.1 or 2.B.2. of the applicable ASB, and

Insert a copy of appendices 1, 2 and 3 of the applicable ASB into the AFM per paragraph 1.E.2.a of the applicable ASB pending the revision amendment of the AFM, and

Install a placard close to the maximum load placard of the load release unit indicating the hang-up instructions per paragraph 2.B.2 or 2.B.3 of the applicable ASB.

3. Several rings/shackles or straps or cables shall not be used to attach the load directly to the cargo hook, and rings or shackles outside the tolerances specified in paragraph 2.B.1 or 2.B.2. of the applicable ASB shall not be used on any aircraft.

**Note 2:** The following Alert Service Bulletins pertains to the subject of this AD: EC120 ASB 04A004 revision 0, dated 12 May 2009, AS 350 ASB 01.00.49 revision 0, dated 12 May 2009, EC 130 ASB 04A003 revision 0, dated 12 May 2009, AS 355 ASB 01.00.47 revision 0, dated 12 May 2009, EC 155 ASB 04A001 revision 0, dated 12 May 2009, AS 365 ASB 01.00.53 revision 0, dated 12 May 2009, AS 332 ASB 01.00.66 revision 0, dated 12 May 2009, SA 330 ASB 01.60 revision 0 dated 12 May 2009 and EC 225 LP ASB 04A004 revision 0, dated 12 May 2009 and later EASA approved revisions of these documents.  
(EASA AD 2009-0122R1 refers)

- Compliance:**
1. Before the next flight with an underslung load.
  2. Before the next flight with an underslung load.
  3. From 25 November 2010.

**Effective Date:** DCA/EQUIP/18 - 25 June 2009  
DCA/EQUIP/18A - 25 November 2010

**DCA/EQUIP/19 Cancelled – DCA/EQUIP/20 refers**

**Effective Date:** 30 July 2009

**DCA/EQUIP/20 Cancelled – DCA/EQUIP/21 refers**

**Effective Date:** 27 August 2009

**DCA/EQUIP/21 Cancelled – DCA/EQUIP/23 refers**

**Effective Date:** 25 February 2010

**DCA/EQUIP/22 Hoist Operator's Belt – Modification and Replacement**

**Applicability:** Model AS 350 B, BA, BB, B1, B2 B3 and D aircraft with MOD 073299 not embodied, and

Model AS 355 E, F, F1, F2 and N aircraft with MOD 073299 not embodied, and

Model SA 365 C, C1, C2 and C3 aircraft with MOD 0745C67 not embodied, and

Model SA 365 N and N1 and AS 365 N2 and N3 aircraft with MOD 0745C67 not embodied, and

Model SA 316 B, SA 316 C, SE 3160 and SA 319 B aircraft, with MOD 072374 not embodied, and

Fitted with an operator's belt (called "hoist operator's belt") P/N 330A87-0730-00, P/N 330A87- 371-00, P/N 341A84-1120-00, P/N 350A84-0047-00, P/N 360A84-0040-00, P/N 360A84-0040-01 or P/N 360A84-0040-02 and snap hook P/N GA343-95, or

Fitted with an operator's belt P/N 3160S73-08-200-1 and a snap hook P/N 4100-80AT28.

**Note 1:** This AD retains the requirements of superseded AD DCA/EQUIP/16 and introduces an additional requirement for SE 3160, SA 316 B and C, SA 319 B helicopters. These aircraft require the installation of a modified cable end-piece.

**Requirement:** To prevent untimely unlocking of the hoist operator's belt snap hook which can put the operator in danger when using the hoist, accomplish the following:

1. For all affected aircraft:

Secure the locking mechanism of lever-type snap hook P/N GA343-95 or P/N 4100-80AT28 per the instructions in paragraph 2.B. of the applicable Eurocopter ASB listed in note 2 of this AD.

**Note 2:** Eurocopter ASB No. 25.00.89 for AS 350 helicopters, No. 25.00.79 for AS 355 helicopters, No. 25.23 for SA 360/365 helicopters, No. 25.00.61 for AS 365 helicopters, and No. 25.66 for ALOUETTE III helicopters. The use of later EASA approved revisions is acceptable for compliance with the requirements of this AD.

2. For all affected aircraft, except model SE 3160, SA 316 B and C and SA 319 B aircraft:

Replace the lever-type snap hook P/N GA343-95 or P/N 4100-80AT28 with a quick-release shackle P/N 365A84-5033-20 per the instructions in paragraph 2.B. of the applicable ASB listed in note 3 of this AD.

3. For all affected aircraft, except model SE 3160, SA 316 B and C and SA 319 B aircraft:

An operators' belts and lever-type snap hooks shall not be fitted to any helicopter, unless modified per the instructions in paragraph 2.B.6.a. and 2.B.6.b. of the applicable ASB listed in note 3 of this AD.

**Note 3:** Eurocopter ASB No. 25.00.93 for AS 350 helicopters, No. 25.00.83 for AS 355 helicopters, No. 25.24 for SA 360/365 helicopters, No. 25.00.67 for AS 365 helicopters and No. 25.69 revision 1 for ALOUETTE III helicopters. The use of later EASA approved revisions is acceptable for compliance with the requirements of this AD.



4. For model SE 3160, SA 316 B and C and SA 319 B aircraft:

Replace the lever-type snap hook P/N 4100-80AT28 with a quick-release shackle P/N 365A84-5033-20, and replace the retaining cable P/N 3160S73-08201 with a new retaining cable P/N 3160S73-08202 which is compatible with the new quick release shackle. Accomplish these requirements per the instructions specified in paragraph 2.B. of ASB No. 25.69 revision 1 or later EASA approved revisions.

5. For model SE 3160, SA 316 B and C and SA 319 B aircraft:

An operators' belts and lever-type snap hooks shall not be fitted to any helicopter, unless modified per the instructions in paragraph 2.B.6.a. and 2.B.6.b. per the instructions specified in paragraph 2.B. of ASB No. 25.69 revision 1.

**Note 4:** Replacing the lever-type snap hook with the quick-release shackle is a termination action to requirement 1 of this AD.

(EASA AD 2010-0014 refers)

**Compliance:**

1. Before every hoist mission when using the hoist operator's belt.
2. By 25 March 2010, unless already accomplished.
3. From 25 February 2010.
4. By 25 August 2010.
5. From 25 August 2010.

**Effective Date:** 25 February 2010

**DCA/EQUIP/23 D-Lok Hooks – Replacement**

**Applicability:** All helicopters fitted with a rescue hoist assembly that contains a Lifesaving Systems Corp. D-Lok Hook assembly P/N 410-A or 410-F from lot number 208 or 1108.

These hooks are installed on, but not limited to Goodrich Rescue Hoist Assembly P/N 42325-16-4, 42325-16-5, 44301-10 series, 44315-10, 44307-480, 44307-481, 44316-12-101, 44316-10-101, 42325-12 series, 42325-14 series, 44311-10 series, 712768-240-D, 76370-140-D and 76378-260-D, and Breeze-Eastern Corporation Rescue Hoist Assembly P/N BLH-20200-504 series.

**Note:** The applicability of this AD expanded to include all helicopters fitted with a rescue hoist assembly that contain an affected D-Lok Hook assembly and introduces the requirement to replace affected hooks within the next 200 lift cycles. This AD supersedes DCA/EQUIP/21 (due to EASA cancelling EASA AD 2009-0183) and adopts the requirements in FAA AD 2010-03-02 (the state of design of Lifesaving Systems Corp. D-Lok Hook assemblies).

**Requirement:** This AD is as a result of rescue hoist operators finding surface irregularities and discontinuities on certain D-Lok hooks supplied by Lifesaving Systems. These non-conformities are due to an unapproved change in the hook design and manufacturing process from forged material to cast material, which has different physical properties.

To prevent failure of the hook during rescue hoist operations due to possible non-conforming D-Lok hooks which could result in loss of the rescued person and serious injury or fatality, accomplish the following:

1. Replace affected D-Lok hook assemblies P/N 410-A or 410-F with an airworthy hook assembly which is not from lot number 208 or 1108.
2. Affected D-Lok hook assemblies P/N 410-A or 410-F from lot number 208 or 1108 shall not be fitted to any rescue hoist assembly on any aircraft.  
(FAA AD 2010-03-02 refers)

**Compliance:**

1. Within the next 200 hoist missions, unless previously accomplished.
2. From 25 February 2010.

**Effective Date:** 25 February 2010

**DCA/EQUIP/24 Goodrich External Mounted Hoist – Inspection and Replacement**

**Applicability:** Goodrich external mounted hoist system fitted with boom support P/N 44301-500, 44307-500 or 44307-500-1.

Goodrich external mounted hoist system with boom support P/N 44301-500, 44307-500 or 44307-500-1 are known to be installed on, but not limited to model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS), EC 135 T2+, EC 635 T1(CPDS), EC 635 P2+ and EC 635 T2+ aircraft, all S/N.

Goodrich external mounted hoist system with boom support P/N 44307-500 are known to be installed on, but not limited to model MBB-BK 117 C-2 aircraft, all S/N and Kawasaki BK117 C-2 aircraft, all S/N.

**Note 1:** This AD retains the requirements of superseded AD DCA/EQUIP/17 and introduces a new inspection per requirement 4 to detect damage.

**Requirement:** To prevent failure of the boom support due to possible cracks which could result in loss of the attached load, accomplish the following:

1. Inform the flight crew of the content in Eurocopter Deutschland ASB MBB BK117 C-2-85A-024, or Eurocopter Deutschland ASB EC135-85A-036-305, or Kawasaki SB No. KSB-117-305, as applicable.

2. Inspect the boom support per the instructions in ECD ASB MBB BK117 C-2-85A-024 or ASB EC135-85A-036 or SB No. KSB-117-305, as applicable.

If any cracks are found, replace the boom support with a serviceable part before further hoist missions.

3. A boom support with P/N 44301-500, 44307-500 or 44307-500-1 shall not be fitted to any aircraft unless requirements 1 and 2 of this AD are accomplished.

4. Inspect the boom support per the instructions in ECD ASB MBB BK117 C-2-85A-024 revision 1, or ASB EC135-85A-036 revision 2, or Kawasaki SB No. KSB-117-305 as applicable, and per the instructions in Goodrich Corporation SB 44307-500-03.

If any cracks are found in the boom support as specified in the ASB, remove or replace the affected boom support before further hoist missions.

**Note 2:** Requirement 2 of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

**Note 3:** If the boom support fitted to the aircraft passes the inspections in requirement 4 of this AD, then no further AD action is required.

**Note 4:** Replacement of the boom support is not a terminating action for the repetitive inspection requirements of this AD unless the new boom support has been inspected and passes the inspection requirements per the instructions and requirements in Goodrich Corporation SB 44307-500-03.

**Note 5:** Eurocopter Deutschland ASB MBB BK117 C-2-85A-024 revision 1, dated 23 June 2010, and Eurocopter Deutschland ASB EC135-85A-036 revision 2, dated 23 June 2010 and later approved revisions of these documents is acceptable for compliance with the requirements of this AD. Goodrich Corporation SB 44307-500-03 revision 2, dated 30 April 2010 and Kawasaki SB No. KSB-117-305 dated 20 April 2009 pertains to the subject of this AD.  
(EASA AD 2010-0154 and JCAB AD TCD-7483-2009 refer)

**Compliance:**

1. Before the next hoist mission unless previously accomplished.
2. Before the next hoist mission and thereafter before every hoist mission.
3. From 27 August 2010.
4. By 27 September 2010.

**Effective Date:** 27 August 2010

**DCA/EQUIP/25A**      **Cancelled – DCA/EQUIP/26 refers**

**Effective Date:** 25 November 2010

**DCA/EQUIP/26A**      **Cancelled - FAA AD 2013-10-01 refers**

**Effective Date:** 20 June 2013

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.

**FAA AD 2011-25-01 Apical Emergency Float Kits – Inspection and Placards**

**Effective Date:** 17 January 2012

**FAA AD 2013-06-51 Cancelled – EASA AD 2015-0069 refers**

**Effective Date:** 6 May 2015

**FAA AD 2013-10-01 Spectrolab Nightsun XP Searchlight Assembly – Inspection**

**Note:** FAA AD 2013-10-01 mandates the same requirements as superseded EASA AD 2010-0237R2. The applicability of FAA AD 2013-10-01 expanded to include all helicopter types fitted with an affected Spectrolab Nightsun XP Searchlight.

**Effective Date:** 20 June 2013

**Transport Canada CF-2014-26 Cancelled - Transport Canada AD CF-2019-01 refers**

**Note:** Transport Canada AD CF-2019-01 is listed on the following five helicopter AD schedules: Bell 206 series, Bell 407 series, AS350 series, AS355 series and the Hughes/MD369 series AD schedules.

**Effective Date:** 22 January 2019

**EASA AD 2015-0069 Cancelled – EASA AD 2015-0160 refers**

**Effective Date:** 18 August 2015

**DGAC AD 1991-125 Electric Hoists P/N 76370 (all variants) Bonding – Modification**

**Applicability:** Lucas Air Equipment electric hoists P/N 76370, 76370-10, 76370-011, 76370-020 and 76370-030 with S/N all through to 493.

**Compliance:** By 31 August 2015, unless previously accomplished.

**Effective Date:** 18 June 2015

**DCA/EQUIP/27A      Electric Hoists Bonding – Inspection**

**Applicability:** All electric hoist installations.

**Note:** DCA/EQUIP/27A issued to revise this note, the applicability and the compliance. Ineffective bonding of a hoist installation can result in uncommanded squib firing and a severed hoist cable. This AD is applicable to electric hoist installations, which do not have specific bonding test requirements specified by the manufacturer or specified in another Airworthiness Directive. If the hoist manufacturer has specific bonding test requirements, then accomplish those requirements at the compliance times specified in this AD.

**Requirement:** Test the resistance of the bonding between all adjacent parts of the hoist assembly, (including the control box, the electric motor casing, the hoist body, the hoist arm and the attachment bracket).  
Test the resistance of the bonding between the hoist assembly and the aircraft. Use a bond tester capable of an accuracy of 0.002 OHM to accomplish the requirements of this AD. The maximum resistance between any parts must be no more than 0.010 OHM.

**Compliance:** By 31 January 2022 unless previously accomplished, and thereafter at intervals not to exceed 24 months, or  
  
If the hoist manufacturer has specific bonding test requirements, then accomplish those requirements by 31 January 2022 unless previously accomplished, and thereafter at intervals not to exceed 24 months, and  
  
Accomplish bonding tests per this AD, or the OEM instructions every time a hoist is installed on a helicopter.

**Effective Date:** DCA/EQUIP/27 - 18 June 2015  
DCA/EQUIP/27A - 23 December 2021

**EASA AD 2015-0160      Cancelled – EASA AD 2015-0226R5 refers**

**Effective Date:** 21 November 2015

**\* EASA AD 2015-0226R7      Cancelled – FAA AD 2022-05-10 refers**

**Effective Date:** 27 October 2022

**DCA/EQUIP/28A      Cable Suspended Cargo Hook Systems - Inspection**

**Applicability:** All helicopters fitted with a cargo swing suspension system, and  
All helicopters fitted with a cargo hook suspended on cables.

**Note 1:** DCA/EQUIP/28A revised to clarify the applicability and the requirements. This AD is not applicable to hard mounted cargo hooks.

**Requirement:** To prevent failure of a cargo swing suspension system and prevent failure of a cargo hook system suspended on cables, accomplish the following:

1. Attachment cables – Accomplish a visual inspection at intervals not to exceed 50 hours TIS:

Visually inspect the cargo hook attachment cables and/or the cargo swing attachment cables (as applicable), for any signs of distress, particularly those portions which pass around thimble eye fittings.  
Damaged cables must be renewed before further use.

2. Attachment cables, cargo swing suspension frame, cargo suspension system installation and the cargo hook assembly – Accomplish a detailed visual inspection at intervals not to exceed 12 months:

- Attachment cables: Inspect for corrosion, crushing, unstranding, kinking, loss of rope diameter in short lengths, unevenness of the outer strands, or any other damage. Pay special attention to the cable areas which pass around thimble eye fittings for signs of distress and damage.

Damaged cables must be renewed before further use.

Inspect attachment cables for broken strands. Pass a clean cloth over the cables. This will clean the cables for a visual inspection and detect broken wires if the cloth snags on the cable. Ten randomly distributed broken strands in one cable lay (one complete rotation around the wire), or five broken strands in one strand in the cable lay are considered unacceptable.

Damaged cables must be renewed before further use.

- Cargo swing suspension frame: Inspect for corrosion and cracks. Pay special attention to the areas around the welds. If there is any indication of a crack, accomplish a dye penetrant inspection. Some frame tubes contain a corrosion preventative compound, which may leak out the frame through a crack and provide an indication of the presence of a crack. Defective swing frames must be replaced or repaired in accordance with an approved repair scheme before further use. Inspect the cargo swing suspension frame for dents, scratches and gouges. Refer to the OEM instructions for damage limits. If OEM damage limits for the swing frame do not exist and damage and/or defects are found, then replace the swing frame before further use.
- Cargo suspension system installation: Inspect for the presence and security of attachment fasteners. Inspect electrical harnesses and associated connectors (including the strain relief at the load cell) for damage and security. Inspect the hydraulic hoses (as applicable) and associated connections to the cargo hook for damage and security. If any damage and/or defects are found in any parts of the cargo suspension installation, replace or repair defective parts (as applicable) before further use.
- Cargo hook assembly: Inspect the cargo hook assembly and the cargo hook bumper for damage and excessive wear. Refer to the OEM instructions for damage limits. If any damage and/or defects are found in any parts of the cargo hook assembly, replace or repair defective parts (as applicable) before further use.

**Note 2:** The visual inspection per requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

**Note 3:** Requirement 1 should be carried out at the start of every day for load lifting operations.

**Note 4:** A detailed visual inspection is an examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good light at an intensity deemed appropriate. Inspection aids such as mirrors, a magnifying glass, etc. may be necessary. Surface cleaning and disassembly to gain access may also be required.

**Compliance:**

1. At intervals not to exceed 50 hours TIS.
2. At intervals not to exceed 12 months.

**Effective Date:** DCA/EQUIP/28 - 25 June 2020  
DCA/EQUIP/28A - 29 October 2020

**\* FAA AD 2022-05-10 Goodrich Hoists – Inspection**

**Applicability:** Externally-mounted Goodrich hoist assembly with a P/N or base P/N listed under the Hoist Family column in Table 1 of Goodrich Alert Service Bulletin (ASB) No. 44301-10-18, Revision 6, dated October 10, 2016 (ASB 44301-10-18 Rev 6).

An affected hoist may be installed on, but not limited to the following helicopters:

Airbus Helicopters (previously Eurocopter France) AS332L, AS332L1, AS332L2, AS350B2, AS350B3, AS365N3 and EC225LP helicopters; and

Airbus Helicopters Deutschland GmbH (AHD) (previously Eurocopter Deutschland GmbH) EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters; and

Bell Textron Canada Limited (previously Bell Helicopter Textron Canada Limited) 429 and 430 helicopters; and

Bell Textron Inc. (previously Bell Helicopter Textron Inc.) 205A, 205A-1, 205B, 212, 412, 412CF and 412EP helicopters; and

Leonardo S.p.a. (previously Finmeccanica S.p.A., AgustaWestland S.p.A) A109, A109A, A109A II, A109C, A109E, A109K2, A109S, AB139, AB412, AB412 EP, AW109SP and AW139 helicopters; and

MD Helicopters, Inc. (MDHI) MD900 helicopters; and

Sikorsky Aircraft Corporation S-61A, S-61L, S-61N, S-76A, S-76B, S-76C, S-76D and S-92A; and

Bell HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L and UH-1P helicopters.

**Note 1:** FAA AD 2022-05-10 addresses the safety concern identified in EASA AD 2015-0226 and subsequent revisions. FAA AD 2022-05-10 (as the state of design for Goodrich hoists) now supersedes EASA AD 2015-0226R7.

**Note 2:** FAA AD 2022-05-10 must be reviewed and assessed because the FAA AD has different requirements to superseded EASA AD 2015-0226R7.

**Note 3:** AD applicability: An affected hoist P/N may be included as a component in a different part-numbered kit.

**Effective Date:** 27 October 2022