

# Airworthiness Directive Schedule

## Components & Equipment

### Emergency Equipment

29 September 2022

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- Notes:**
1. This AD schedule is applicable to emergency equipment installed on aircraft.
  2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to emergency equipment installed on aircraft and can be obtained directly from the applicable NAA website.  
  
Hyperlinks 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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<p>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="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</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.</p>		
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**DCA/EMY/1 Cancelled****DCA/EMY/2 Chromalloy Rescue Locator Beacons - Removal**

**Applicability:** All Chromalloy model RLB-6 (B), -6 (C) and -6 (D) rescue locator beacons installed in emergency equipment.

**Requirement:** FAA AD 74-24-07.

**Compliance:** By 2 December 1974

*Notes: 1. A copy of the reference document may be obtained from the Director.*

**DCA/EMY/3 Cancelled****DCA/EMY/4 Operating Mechanism - Inspection**

**Applicability:** Beaufort Civil Aviation life jacket (reversible) Mk 7D, Mk 5D, Mk 11E, Mk 11F, Child Mk 2D, Infant Mk 1D and Baby's floating cot Mk 3D which incorporate operating mechanism C 1855 (P/N ME 48).

**Requirement:** Beaufort Air-Sea Equipment Ltd SB 035.

**Compliance:** At next scheduled maintenance.

**Effective Date:** 17 August 1977

**DCA/EMY/5 Cancelled - DCA/SEAT/2 now refers****DCA/EMY/6 Lithium Sulphur Dioxide Batteries - Removal**

**Applicability:** All Lithium Sulphur Dioxide (LiSO<sub>2</sub>) batteries which do not comply with TSO-C97 and are used in aircraft equipment such as emergency lighting systems, slide rafts, flash lights and ELTs. LiSO<sub>2</sub> batteries have been used in, but not limited to, following ELTs: Cessna Aircraft Company P/N's C-585511-0103, C-559510-0202, C-559510-0209, Leigh System's model Sharc 7 and Dorne Margolin model DM ELT 6.

**Requirement:** To prevent fire, explosion, corrosion or gas leakage, remove from service all affected Lithium Sulphur Dioxide Batteries. Where battery forms an integral part of equipment affected, complete unit must be removed.

(FAA AD 79-05-02 refers)

**Compliance:** By 6 May 1979.

**Effective Date:** 6 April 1979

**DCA/EMY/7A Cancelled - DCA/SEAT/3 now refers****DCA/EMY/8 Life Jacket Inflation Mechanism - Functional Test**

**Applicability:** Walter Kidde Co. Ltd.

1. Miniflator Mk 2B WK P/N WKA.36044 (RFD P/N B.00735-009-0) used on RFD Life Jacket type 89 Mk 5.

2. Miniflator (plastic) WK P/N WKA.35153 (RFD P/N P.03494-118-1) used on RFD Life Jacket types 50C Mks 3D, 2E, 2F, 5, 6 and 7; 72 Mks 2 and 3; 78 Mks 4 and 6; 80 Mks 2 and 2D as detailed in Walter Kidde SB 25-109-8082.

**Requirement:** Accomplish functional test per Walter Kidde SB 25-109-8082.

**Compliance:** At next life jacket overhaul.

**Effective Date:** 7 December 1979

**DCA/EMY/9**      **Cancelled - DCA/SEAT/4 now refers**

**DCA/EMY/10**    **Infant Life Jackets - Test**

**Applicability:**    RFD type 72 (infant) Mk 3 life jackets S/N 10475 and subsequent.

**Requirement:**    Strength test per RFD SB 25-38. Rectify defective jackets prior to aircraft installation.

**Compliance:**     By 30 September 1982.

**Effective Date:**   14 May 1982

**DCA/EMY/11**    **Life Jackets - Inspection**

**Applicability:**    Beaufort (Air-Sea) Equipment life jackets Mk 6A.

**Requirement:**    To establish serviceability accomplish:

1. Inspect fabric for freedom from discoloration, brittleness to touch or porosity.

2. Pressure test per manufacturer's instructions.

Remove from service any life jacket found defective.

**Compliance:**     By 30 November 1983, unless already accomplished within last 6 months.

**Effective Date:**   21 October 1983

**DCA/EMY/12**    **Life Jackets - Pressure Test**

**Applicability:**    All RFD type 102 Mks 1, 1B, 2, 2A, 2B, and 2BA (adult and crew) and type 105 Mk 1 (infant) life jackets manufactured prior to 1980.

**Requirement:**    Pressure test per RFD Ltd SB 25-33. Remove from service any life jacket found defective.

**Compliance:**     Not later than next life jacket servicing.

**Effective Date:**   20 April 1984

**DCA/EMY/13**    **Cancelled - DCA/SEAT/5 now refers**

**DCA/EMY/14**    **Cancelled - DCA/SEAT/6 now refers**

**DCA/EMY/15**    **Cancelled - DCA/SEAT/7 now refers**

**DCA/EMY/16**    **Cancelled - DCA/SEAT/8 now refers**

**DCA/EMY/17    Portable Fire Extinguisher - Inspection**

**Applicability:** Fire Fighting Enterprises (UK) cabin portable fire extinguishers Halon 1211 and Water Glycol with discharge head assemblies P/N BA20296, BA20661, 15-0122-A, BA20872, BA22593, BA20297, 15-0123-A, manufactured from 1985 to 1990 week 31 inclusive, which are fitted to:

(a) Halon 1211 (BCF) fire extinguishers P/N BA20703, BA20703R, BA20703S, BA20703SR, BAS20703G, BA20703GR, BA51015, BA51015R, BA51015S, BA51015SR, BA51015G, BA51015GR, BA51015GSR, BA51012S, BA51012SR, BA20789, BA20789R, BA20789Y, BA20789G, BA20789GR, BA22594, BA22594R, BA22594Y.

(b) Water Glycol fire extinguishers P/N BA61016/WG, BA61016/WGS.

**Requirement:** To prevent used or part used extinguishers appearing as serviceable, inspect and install a new safety catch per Fire Fighting Enterprises (UK) Alert SB A26-106.

(UK CAA AD 018-10-90 refers)

**Compliance:** Inspect within next 3 months. Remove from service per the SB any extinguishers that fail the inspection.

Install a new safety catch within next 6 months.

**Effective Date:** 22 February 1991

**DCA/EMY/18    Portable Fire Extinguisher - New Trigger Installation**

**Applicability:** Cabin portable fire extinguishers Halon 1211 and Water Glycol, manufactured by First Technology Fire and Safety Ltd (formerly Fire Fighting Enterprises (UK) Ltd), with discharge head assemblies P/Ns BA20296-2, BA20297-2, BA20661-2, BA20872-2, BA22593-2, 15-0122-A-2 and 15-0123-A-2, which are fitted to:

(a) Halon 1211 (BCF) Fire Extinguishers, P/Ns BA20703-2, BA20703R-2, BA20703SR-2, BA20703G-2, BA20703GS-2, BA20703GR-2, BA20703GSR-2, BA20789-2, BA20789S-2, BA20789R-2, BA20789Y-2, BA20789SR-2, BA20789SY-2, BA20789G-2, BA20789GS-2, BA20789GR-2, BA20789GY-2, BA20789GSR-2, BA20789GSY-2, BA21741-1, BA21741S-1, BA21741SR-1, BA21741GS-1, BA21741GR-1, BA21741GSR-1, BA21775-2, BA21775R-2, BA21775G-2, BA21775GR-2, BA21783-2, BA21783S-2, BA21783R-2, BA21783SR-2, BA21783G-2, BA21783GS-2, BA21783GR-2, BA21783GSR-2, BA22594-2, BA22594R-2, BA22594Y-2, BA22594GR-2, BA51012-2, BA51012S-2, BA51012R-2, BA51012SR-3, BA51012G-2, BA51012GS-2, BA51012GR-2, BA51012GSR-2, BA51015-2, BA51015S-2, BA51015R-2, BA51015SR-2, BA51015G-2, BA51015GS-2, BA51015GR-2, BA51015GSR-2.

(b) Water Glycol Fire Extinguishers, P/N BA61016WG-2 and BA61016WGS-2.

**Requirement:** To prevent extinguisher failure due to broken trigger fit new trigger per Fire Fighting Enterprises (UK) Ltd SB 26-108.

(UK CAA AD 004-09-92 refers)

**Compliance:** By 30 June 1994.

**Effective Date:** 24 December 1993

**DCA/EMY/19 Protective Breathing Equipment - Replacement**

- Applicability:** Puritan-Bennett Aero Systems Co (PBASCo) crewmember protective breathing equipment (PBE), P/N 119003 and 119003-01.  
These may be installed on, but not limited to SAAB SF340 series and Embraer EMB-110 series aircraft.
- Requirement:** To prevent failure of a PBE unit because of a deteriorated neck seal, inspect for existence of a yellow label attached to the red rip tag per PBASCo SB 119003-35-1. Remove from service any unit that does not have the yellow tag.  
(FAA AD 93-24-16 refers)
- Compliance:** By 18 March 1996.
- Effective Date:** 18 March 1994

**DCA/EMY/20 Eros Oxygen Mask Regulator - Modification**

- Applicability:** Eros series MF10-( )-( ) full face quick donning mask regulators, installed on but not limited to Piper PA31T and PA42 series aircraft.
- Requirement:** To prevent failure of the pin securing the mask shell to the face piece accomplish the following:-  
Replace the face piece and mask shell securing screw per Eros SB MF10-35-44 for model MF10-05-01 or SB MF10-35-46, revision 1 for all other series MF10-( )-( ).  
(FAA AD 94-06-04 refers)
- Compliance:** By 31 December 1994.
- Effective Date:** 8 July 1994

**DCA/EMY/21 Cancelled - DCA/RAD/6 now refers****DCA/EMY/22 Crew Oxygen Mask Regulator - Modification**

- Applicability:** Puritan Bennett Sweep-On Model 2000 crew oxygen masks as listed in Puritan Bennett SB 174250-35-1. These may be installed on, but not limited to Cessna Model 500 Series aircraft.
- Requirement:** To ensure correct operation of oxygen mask, modify mask per Puritan Bennett SB 174250-35-1.  
(FAA AD 94-19-06 refers)
- Compliance:** By 28 February 1995.
- Effective Date:** 23 December 1994

**DCA/EMY/23 Cancelled - DCA/SEAT/9 now refers**

**DCA/EMY/24     Portable Passenger Oxygen Masks - Replacement**

**Applicability:** Puritan Bennett Aero Systems Co Series 174290 Constant Flow Airline Portable Oxygen Masks, P/N 174290-14, 174290-24, 174290-34, 174290-44, and 174290-54, that have a manufacturing date between September 1992 to August 1996.

**Requirement:** To prevent restricted oxygen flow, which, if not corrected, could cause serious injury to a passenger in need of emergency or first aid oxygen during flight, accomplish the following:-

Remove any passenger oxygen mask with the applicable P/N and manufacturing date and replace with an approved oxygen mask that incorporates a P/N not covered by this AD. Nellcor Puritan Bennett Immediate SB 174290-35-1, contains information relating to this subject.

(FAA AD 97-11-10 refers)

**Compliance:** By 15 August 1997.

**Effective Date:** 1 August 1997

**DCA/EMY/25     Crew Oxygen Masks - Cone and Seal Assembly Replacement**

**Applicability:** Cone and Seal assemblies, P/N 210543 and 210543-01, that were manufactured or repaired from August 1996 through July 1997. These Puritan-Bennett cone and seal assemblies, P/N 210543 and 210543-01, may be attached to the following P/N Puritan-Bennett sweep-on crew oxygen masks:

114321-01     114321-15     114321-16     114322-01

114322-02     114322-03     114322-05     114323-01

114622-01     114622-02     114623-01     114623-02

**Requirement:** To prevent failure of the ultrasonic weld on the cone and seal assembly of the oxygen mask, which could result in the crew not being able to obtain oxygen in an emergency situation, accomplish the following:-

Replace any cone and seal assembly referenced in the applicability section of this AD with an approved assembly not covered by this AD.

Puritan-Bennett Service Bulletin No. 3500-97-14, dated August 7, 1997, specifies identification and replacement of the part numbers 210543 and 210543-01 cone and seal assemblies.

(FAA AD 97-18-03 refers)

**Compliance:** By 3 October 1997.

**Effective Date:** 26 September 1997

**DCA/EMY/26     Kidde Aerospace Halon Extinguishers – Inspection**

**Applicability:** Kidde Aerospace hand held halon fire extinguishers P/N 898052 that have a S/N of V-432001 through W-389653 inclusive and date of manufacture 1995-2002.

**Note:** Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession. This AD does not apply to extinguishers P/N 898052 with serial numbers with a prefix other than "V" or "W".

**Requirement:**

1. Remove extinguishers from service in accordance with the procedures detailed in Kidde Aerospace Service Bulletin 898052-26-449.
2. Do not install any fire extinguisher to which this AD applies.  
(FAA AD 2003-26-14 refers)

**Compliance:** 1. Before 28 February 2005.

2. After 26 February 2004.

**Effective Date:** 26 February 2004

**DCA/EMY/27A Oxygen Reserve Cylinders – Inspection**

- Applicability:** Oxygen Cylinders P/Ns GLF(XXX)-(X), GLD(XXX)-(X), PC2300 and SLF300, which are known to be installed on, but not limited to Airbus A300 series aircraft, Dassault Aviation (AMD-BA) Mystère-Falcon 20, Mystère-Falcon 50, Falcon 200 and Falcon 900 aircraft, Pilatus aircraft, Eurocopter SA 315 B and AS 350 B3 helicopters and Hindustan Aeronautics Limited helicopters.
- Note 1:** This AD has been revised to extend the compliance time for oxygen cylinders operated in normal climatic conditions from 6 months to 12 months.
- Note 2:** These types of oxygen cylinders are an optional equipment fit for use during operations at high altitudes or to provide respiratory aid for passengers.
- Requirement:** To prevent oxygen cylinders exploding due to aging and deterioration of the Aluminium Alloy 5283 (AA5283) cylinder shell material, identify the year of manufacture of each affected P/N oxygen reserve cylinder made from AA5283 and replace per the instructions in Eurocopter AS 350 Alert Service Bulletin No. 05.00.54. Immediately after removing the oxygen cylinder from the aircraft, empty the cylinder per the instructions in Intertechnique Service Bulletin (SB) GLD/GLF-35-150 dated 20 September 2006.
- Note 3:** Oxygen cylinders with P/Ns listed in this AD may only be used if the service life is within the limitations of the compliance of this AD.
- Note 4:** Oxygen cylinders with P/Ns listed in this AD and which are held as spares are to be inspected per the requirements of this AD. Identify the year of manufacture of the cylinder and empty all oxygen reserve cylinders that have reached or exceeded 25 years after manufacture, per the instructions in Intertechnique SB GLD/GLF-35-150. (EASA AD 2006-0286R1 refers)
- Compliance:** Within the next 15 days if the TIS cannot positively be established.  
When operated in salt-laden atmospheric conditions:  
 At 15 years since manufacture, or within 15 days whichever occurs later.  
When operated in normal climatic conditions:  
 At 25 years since manufacture, or within 12 months whichever occurs later.
- Note 5:** Most New Zealand operations are considered to take place in salt-laden atmospheric conditions.
- Effective Date:** DCA/EMY/27 - 30 November 2006  
 DCA/EMY/27A - 26 April 2007



**DCA/EMY/28 Eros Oxygen Masks – Inspection**

**Applicability:** Eros quick donning oxygen masks MA10-( )-( ), MB10-( )-( ) and MC10-( )-( ), S/N all through 19107.

**Requirement:** To ensure integrity of the mask, accomplish the following:

1. Inspect the lock which secures the mask to the regulator per the instructions in Eros Service Bulletin (SB) No. MA/B/C10-35-42 revision 1. Accomplish corrective instructions per SB No. MA/B/C10-35-42 before further flight.
2. Modify the masks per the instructions in Eros SB No. MA/B/C10-35-29 or SB No. MSE/MC10-35-45 or SB No. MA/B/C/F10-35-89. (DGAC AD F-1991-176 refers)

**Compliance:**

1. By 28 March 2008, unless already accomplished.
2. By 28 February 2009, unless already accomplished.

**Effective Date:** 28 February 2008

**DCA/EMY/29 Life Vest – Inspection**

**Applicability:** Type A-190 and type A-290 Fola Airsafe life vests, all S/N.

**Requirement:** To prevent uncontrolled inflation of the life vest due to a non-conforming zipper, inspect the zip on the life vest valise per the instructions in Fola Airsafe Service Bulletin 9-387 revision A, or later approved revisions.

Replace defective life vests per SB 9-387. (Swedish AD 1-201 refers)

**Compliance:** By 29 August 2008.

**Effective Date:** 29 May 2008

**DCA/EMY/30A Portable Fire Extinguishers – Identification**

**Applicability:** Portable Halon 1211 (BCF) fire extinguishers with Finished Goods (FG) number and S/N identified in table 1 of this AD.

These fire extinguishers are known to be installed on, or carried/stowed onboard the following aircraft, but not limited to, Airbus, Alenia, Boeing, Embraer, Fokker and SAAB transport aircraft, Pilatus, Hawker Beechcraft (formerly Raytheon) and Vulcanair (formerly Partenavia) general aviation aircraft and Agusta and Eurocopter helicopters.

**Note:** DCA/EMY/30A revised to clarify the intent of requirement 1. No action required if already in compliance with DCA/EMY/30. Lyon Tech Engineering Ltd, a UK based company supplied a quantity of heavily contaminated Halon 1211 (BCF) to Fire Fighting Enterprises Ltd. This Halon 1211 was used to fill certain portable fire extinguishers.

**Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the portable fire extinguishers installed on, or carried/stowed onboard the aircraft and determine the Finished Goods (FG) number and S/N.
2. If a portable fire extinguisher with a FG number and S/N per table 1 of this AD is found installed on, or carried/stowed onboard the aircraft, replace with a serviceable extinguisher before further flight.
3. A portable fire extinguisher identified in table 1 of this AD shall not be installed on, or carried/stowed onboard any aircraft.

Table 1:

Finished Goods (FG) Number:	Serial Number (S/N):
BA20703GR-3	044293, 044339 and 044340
BA20703GSR-3	044650, 044651 and 044682 through to 044685
BA20703R-3	044398 through to 044417, 044692, 045066, 045206, 045207 and 045208
BA21741GR-2	044336, 044337, 044338, 044562, 044563, 044564, 044585 and 044728 through to 044733
BA21741GSR-2	044241, 044242, 044294, 044295, 044882, 044950, 045188, 045189 and 046753 through to 046756
BA21741SR-2	044325 through to 044329, 044490 through to 044499, 044542 through to 044546, and 044744 through to 044763
BA21783GSR-3	044586 and 044587
BA22594GR-3	044369, 044370, 044371 and 044466 through to 044471
BA23044SR-1	044429 through to 044432, 044889 through to 044895, 045099, 045100 and 045101
BA23792-1	04645 through to 04744
BA23792R-1	044877 through to 044881
BA24180R-1	044227 through to 044232, 046010 and 046011
BA51012GS-3	045137 and 045138
BA51012R-3	044485 through to 044489
BA51012SR-1	045190
BA51015-3	044243 through to 044282, 044355 through to 044368, 044433 through to 044452, 044512 through to 044531, 044693 through to 044723 and 044774 through to 044781
BA51015G-3	044724, 044725, 044824 through to 044830 and 044869 through to 044876
BA51015GR-3	044532 through to 044541, 044734 through to 044737, 044913 through to 044924, and 045058 through to 045063
BA51015GS-3	044883 through to 044888 and 044945 through to 044949
BA51015GSR-3	044738 through to 044743, 044911 and 044912
BA51015R-3	044568 through to 044584
BA51015S-3	044459 through to 044465
BA51015SR-3	044565, 044566 and 044567

(EASA AD 2009-0251-E refers)

- Compliance:**
1. By 3 December 2009.
  2. By 3 December 2009.
  3. From 1 December 2009.

**Effective Date:** DCA/EMY/30 - 30 November 2009  
DCA/EMY/30A - 1 December 2009

**DCA/EMY/31 Oxygen Cylinder Assemblies – Inspection**

**Applicability:** Avox Systems oxygen cylinder assemblies P/N \*6350A34 series, 800112–03, 800112–10, 800112–13, 801293–03, 801307–00, 801307–01, 801307–02, 801307–03, 801307–07, 801307–09, 801307–23, 801307–24, 801365–04, 801365–14, 801375–00, 801977–05 and \*8915 series, and

B/E Aerospace oxygen cylinder assemblies P/N B43570–3, B43570–5, 176018–115, 176112–115, 176177–115, 176181–115 and 176529–97.

These oxygen cylinder assemblies may be installed on, but not limited to Airbus aircraft, Boeing aircraft, Gullstream aircraft, McDonnell Douglas aircraft and Short Brothers aircraft.

**Note:** The presence of an \* in the P/N of Avox Systems oxygen cylinder assemblies indicates additional digits in the P/N. For example in P/N 6350A34–X–X or 8915XX–XX the “X” denotes additional digits.

**Requirement:** To prevent failure of an oxygen cylinder depending on the cylinder location, could result in aircraft structural damage, rapid decompression, damage to adjacent essential flight equipment, deprivation of oxygen for the flightcrew, and injury to cabin occupants or maintenance personnel, accomplish the following:

Review the aircraft records or inspect the oxygen cylinder assemblies installed on the aircraft and determine the P/N and S/N. The S/N is stamped into the steel cylinder near the neck.

If an affected Avox Systems oxygen cylinder with the following S/N is found installed on the aircraft, replace the cylinder before further flight:

ST82307 through to ST82309, ST82335 through to ST82378, ST82385 through to ST82506 except ST82498 which ruptured, ST82550 through to ST82606, ST82617 through to ST82626, ST83896 through to ST83905, ST84209 through to ST84218, ST84224 through to ST84236, ST86138, ST86143, ST86145, ST86150, ST86169, ST86172, ST86177 and ST86299 through to ST86307.

If an affected B/E Aerospace oxygen cylinder with the following S/N is found installed on the aircraft, replace the cylinder before further flight:

K495120 through to K495121, K617383 through to K617423, K629573 through to K629577, K674451 through to K674455 and K757064 through to K757066.

(FAA AD 2009-21-10 refers)

**Compliance:** By 17 March 2010.

**Effective Date:** 17 December 2009

**DCA/EMY/32A Halon 1211 Fire Extinguishers – Inspection**

**Applicability:** Halon 1211 (BCF) fire extinguishers with P/N and S/N listed in Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) No. 26-115.

These fire extinguishers are used in passenger cabins and lavatory waste bins and are known to be installed on, or carried/stowed onboard the following aircraft, but not limited to, 328 Support Services (Dornier), Airbus, Alenia, BAE Systems, Boeing, Embraer and Fokker transport aeroplanes, Adam Aircraft Industries, AerMacchi, Aircraft Industries a.s (formerly LET), Britten Norman, Hawker Beechcraft (formerly Raytheon), Pilatus and Vulcanair (formerly Partenavia) general aviation aeroplanes and Agusta and Eurocopter helicopters.

**Note:** This AD revised to introduce note 2 and ASB No. 26-115 issue C. This ASB has been re-issued to correct typographical errors in the list of affected S/N.

**Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers installed or carried/stowed onboard the aircraft, and determine the fire extinguisher P/N and S/N per appendix 1 of Fire Fighting Enterprises Ltd. (FFE) ASB No. 26-115 issue C dated January 2010 or later EASA approved revisions.
2. If a fire extinguisher with a P/N and S/N listed in appendix 1 of ASB No. 26-115 is found onboard the aircraft, replace with a serviceable fire extinguisher per the instructions in ASB No. 26-115 before further flight.
3. A fire extinguisher identified in appendix 1 of FFE ASB26-115 shall not be installed on any aircraft.

(EASA AD 2009-0262R1 refers)

- Compliance:**
1. By 25 March 2010
  2. By 25 March 2010
  3. From 25 February 2010

**Effective Date:** DCA/EMY/32 - 28 January 2010  
DCA/EMY/32A - 25 February 2010

**DCA/EMY/33 Halon 1211 (BCF) Portable Fire Extinguishers – Inspection**

**Applicability:** Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers with SICLI P/N 1708337B4 and S/N listed in table 1 of this AD.

These affected fire extinguishers were manufactured by SICLI (formerly General Incendie MAIP) and are used in passenger cabins and flight decks, and are known to be installed on, or carried/stowed onboard) but not limited to Airbus, Boeing, Bombardier, Cessna, Dassault, Embraer and ATR aircraft, and Eurocopter helicopters.

**Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the portable fire extinguishers installed on, or carried/stowed onboard the aircraft and determine the P/N and S/N.
2. If a SICLI portable fire extinguisher with P/N 1708337B4 and S/N listed in table 1 of this AD is found installed on, or carried/stowed onboard the aircraft, remove from the aircraft and replace with a serviceable extinguisher before further flight.
3. Return affected fire extinguishers to SICLI for disposal.
4. An affected portable fire extinguisher with P/N 1708337B4 and S/N listed in table 1 of this AD shall not be fitted to any aircraft.

Table 1:

<b>S/N of Affected SICLI Portable Fire Extinguishers P/N 1708337B4:</b>
0843113 and 0843114, 0843971, 0844424 through 0844428, 0843329, 0843330 and 0843331, 0843973 through 0843977, 0844430 through 0844436, 0843333 through 0843339, 0843979 through 0843982, 0844439 through 0844450, 0843341 through 0843350, 0843984, 0843985 and 0843986, 0844452 through 0844454, 0843352 through 0843358, 0843988 through 0844016, 0844456 through 0844470, 0843360 through 0843369, 0844018 through 0844043, 0844472 through 0844475, 0843372, 0844045 and 0844046, 0844477 through 0844494, 0843374 through 0843386, 0844048 and 0844049, 0844496 through 0844512, 0843388, 0844051 through 0844069, 0844514 through 0844518, 0843390 through 0843407, 0844071 through 0844077, 0844520 through 0844524, 0843409 through 0843464, 0844079 through 0844109, 0844526, 0843466 through 0843468, 0844111 and 0844112, 0844528, 0843470 and 0843471, 0844115 through 0844119, 0844530, 0843473, 0844121 through 0844125, 0844534, 0843475, 0844127 through 0844161, 0844536 through 0844568, 0843477, 0844163 through 0844190, 0844570 through 0844592, 0843479 through 0843487, 0844192 and 0844193, 0844594 through 0844619, 0843489 through 0843522, 0844195, 0844621 through 0844626, 0843524 through 0843552, 0844197, 0844628 through 0844635, 0843554 through 0843561, 0844199 through 0844218, 0844637 through 0844660, 0843563, 0844220 through 0844225, 0844663 through 0844666, 0843565 through 0843574, 0844228 through 0844240, 0844668, 0843579 through 0843587, 0844242 through 0844249, 0844670 through 0844673, 0843589 through 0843629, 0844253 through 0844257, 0844676 through 0844685, 0843631 through 0843676, 0844259 through 0844263, 0844687 through 0844692, 0843679 through 0843700, 0844265 through 0844267, 0844694 through 0844702, 0843702 through 0843737, 0844269 through 0844280, 0844704 through 0844708, 0843739 through 0843780, 0844282 through 0844286, 0844710 through 0844723, 0843782 through 0843845, 0844288, 0844289, 0844725 through 0844730, 0843847 and 0843848, 0844291 through 0844303, 0844732 through 0844741, 0843850 through 0843856, 0844305 through 0844317, 0844743 through 0844747, 0843858 through 0843861, 0844319 through 0844332, 0844749 through 0844771, 0843863 through 0843878, 0844334 through 0844337, 0844773 through 0844778, 0843879 through 0843902, 0844339 through 0844376, 0844781 through 0844792, 0843904 through 0843934, 0844379 through 0844398, 0844794 through 0844801, 0843936 through 0843951, 0844400 and 0844401, 0844803 through 0844837, 0843953 through 0843957, 0844403 through 0844415, 0843959 through 0843969, 0844417 through 0844422.

(EASA AD 2009-0278, UK CAA Mandatory Permit Directive 2009-011 and FAA AD 2010-04-16 refer)

- Compliance:**
1. By 28 February 2010.
  2. By 28 February 2010.
  3. By 28 February 2010.
  4. From 28 January 2010.

**Effective Date:** 28 January 2010

**DCA/EMY/34 Thinback T104 & Slimpack T204 Emergency Parachutes – Inspection**

**Applicability:** Thinback T104 and Slimpack T204 series emergency parachutes with S/N 41495 through to 41776.

**Note:** These emergency parachutes were manufactured between 4 April 2008 and 15 January 2010 by Fallschirmbau Buchsein/Hermesdorf GbR.

**Requirement:** To prevent failure of the parachute ripcord cable due to the ripcord pins not being sufficiently fixed to the ripcord cable, which can result in the pilot chute not opening and prevent the main parachute from being pulled out of its storage pack, accomplish the following:

Before wearing/using affected parachutes accomplish the inspections and rework instructions per FallSchirmBau Buchsein/Hermesdorf GbR Safety Information Bulletin (SIB) No. 1/2010 dated 15 January 2010 or later EASA approved revisions. (EASA AD 2010-0009-E refers)

**Compliance:** From 28 January 2010

**Effective Date:** 28 January 2010

**DCA/EMY/35A Halon 1211 Portable Fire Extinguishers – Inspection**

**Applicability:** Eurocopter EC 120 B, AS 350 AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BB, AS 350D, EC 130 B4, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP, SA 341 G and SA 342 J helicopters fitted with portable fire extinguishers P/N 863520-00 and S/N listed in L'Hotellier SB 863520-26-001.

**Note:** This AD revised to extend the compliance time and introduce note 2.

**Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers installed or carried/stowed onboard the aircraft, and determine the fire extinguisher P/N and S/N per L'Hotellier SB 863520-26-001 dated 21 December 2009 or later EASA approved revisions.  
If an affected fire extinguisher is found onboard the aircraft, replace with a serviceable fire extinguisher before further flight.

2. An affected fire extinguisher identified in SB 863520-26-001 shall not be installed on any aircraft unless it has been overhauled with compliant Halon 1211 (BCF) and re-identified per the instructions in SB 863520-26-001. (EASA AD 2009-0277R1 refers)

- Compliance:**
1. By 25 August 2010
  2. From 25 February 2010

**Effective Date:** DCA/EMY/35 - 28 January 2010  
DCA/EMY/35A - 25 February 2010

**DCA/EMY/36A Halon 1211 Fire Extinguishers – Inspection**

**Applicability:** Halon 1211 (BCF) fire extinguishers with P/N and S/N listed in Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) 26-116 issue B dated May 2010.

Affected fire extinguishers are used in passenger cabins and lavatory waste bins and are known to be installed on (or carried/stowed on board), but not limited to, Adam Aircraft Industries aircraft, Airbus aircraft, Aircraft Industries a.s (formerly LET) aircraft, Alenia aircraft, BAE Systems aircraft, Boeing aircraft, Britten-Norman aircraft, Embraer aircraft, Fokker aircraft, Hawker Beechcraft (formerly Raytheon) aircraft and Pilatus aircraft, Agusta and Eurocopter helicopters.

**Note 1:** The applicability of this AD revised to introduce Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) 26-116 issue B which reduces the applicability.

**Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers and determine the P/N and S/N of the fire extinguishers installed or carried/stowed onboard the aircraft.

If an affected fire extinguisher listed in appendix 1 of Fire Fighting Enterprises Ltd (FFE) ASB 26-116 issue B is found, replace with a serviceable fire extinguisher per the instructions in ASB 26-116.

2. An affected fire extinguisher identified in appendix 1 of ASB26-116 shall not be installed on any aircraft unless it has been determined to contain Halon of an acceptable purity or overhauled with compliant Halon 1211 (BCF).

**Note 2:** ASB No. 26-116 issue B or later EASA approved revisions of this SB is acceptable for compliance with the requirements of this AD.

**Note 3:** Affected fire extinguishers are separated into two lists in appendix 1 of the ASB. The first list affects extinguishers with a 5 digit S/N which may have a zero prefix. The second list affects extinguishers with P/N BA23792-1 and a 4 digit S/N.

(EASA AD 2010-0062R1 refers)

**Compliance:**

1. By 27 September 2010
2. From 27 May 2010

**Effective Date:** DCA/EMY/36 - 29 April 2010  
DCA/EMY/36A - 27 May 2010

**DCA/EMY/37 Oxygen Cylinders – Inspection**

**Applicability:** AVOX Systems Inc. cylinder assemblies with S/N ST82307 through to ST82309, ST82335 through to ST82378, ST82385 through to ST82506, except ST82498 (out of service), ST82550 through to ST82606, ST82617 through to ST82626, ST83896 through to ST83905, ST84209 through to ST84218, ST84224 through to ST84236, ST86138, ST86143, ST86145, ST86150, ST86169, ST86172 and ST86177, and ST86299 through to ST86307, and

B/E Aerospace cylinder assemblies with S/N K495120 through to K495121, K629573 through to K629577, and K674451 through to K674455.

Affected oxygen cylinders may be installed as a component of, but not limited to:

AVOX Systems Inc. cylinder assemblies with P/N \*6350A34 series, 800112–03, 800112–10, 800112–13, 801293–03, 801307–00, 801307–01, 801307–02, 801307–03, 801307–07, 801307–09, 801307–23, 801307–24, 801365–04, 801365–14, 801375–00, 801977–05 and \*8915 series. (\*For example, 6350A34–X–X or 8915XX–XX, where “X” denotes a P/N digit), and

B/E Aerospace cylinder assemblies with P/N 176018–115, 176112–115, 176177–115, 176181–115 and 176529–97.

**Note 1:** Affected oxygen cylinders have a capacity of 114/ 115 cubic feet and are approved under United States Department of Transportation Regulations for Type 3HT cylinders.

**Requirement:** To prevent an oxygen cylinder from rupturing which depending on the location could result in structural damage and rapid decompression of the aircraft, damage to adjacent essential flight equipment, deprivation of the necessary oxygen supply for the flightcrew and injury to cabin occupants or other support personnel, accomplish the following:

1. Review the aircraft records or inspect the oxygen cylinders and determine the S/N of the oxygen cylinders installed on the aircraft. The S/N is stamped on the steel cylinder near the neck. If an affected S/N oxygen cylinder is found fitted, replace with a serviceable oxygen cylinder before further flight.
2. An affected S/N oxygen cylinder shall not be fitted to any aircraft.

**Note 2:** Accomplish the inspection and replacement requirements of this AD per the instructions in B/E Aerospace SB 176000-35-01 dated 2 November 2009 and Zodiac Aerospace AVOX Systems, Inc. SB 6084-34-35-01 revision 1, dated 9 December 2009, as applicable.

(FAA AD 2010-11-05 refers)

**Compliance:**

1. By 6 October 2010.
2. From 6 July 2010.

**Effective Date:** 6 July 2010



**DCA/EMY/38A Oxygen Mask Regulator Inflatable Harness – Inspection**

**Applicability:** Flight crew oxygen masks regulators, all P/N MA10, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022 and MRA023 series.

Affected flight crew oxygen mask regulators are known to be installed on, but not limited to, aircraft manufactured by Airbus, ATR, BAE Systems (formerly British Aerospace), Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (formerly Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper and SOCATA.

**Note 1:** The applicability of superseded DCA/EMY/38 inadvertently referred to masks P/N MA10-12. This AD revised to correctly refer to all P/N MA10 series masks and introduce revised manufacturer SBs which include additional oxygen mask regulators which possibly have affected harnesses.

**Requirement:** To prevent failure of the inflatable harness fitted to the oxygen mask regulator which could result in inadequate protection against hypoxia in the event of depressurization, accomplish the following:

1. For all affected aircraft except Bombardier aircraft, accomplish the following actions per the instructions in section 3 of Inter Technique SB MXH-35-240 revision 4 dated 10 June 2011 or later approved revisions.

Inspect the inflatable harness fitted to every flight crew oxygen mask regulator that is installed on the aircraft and determine the P/N and batch number of the harness.

If an affected P/N and batch number listed in appendix I of Inter Technique SB MXH-35-240 is found fitted, remove the inflatable harness from the oxygen mask regulator and replace it with a serviceable harness.

2. For Bombardier aircraft accomplish the following actions per the instructions in Inter Technique SB MXH-35-241 revision 2 dated 19 May 2011 or later approved revisions.

Inspect the inflatable harness fitted to every flight crew oxygen mask regulator that is installed on the aircraft and determine the P/N and batch number of the harness.

If an affected P/N and batch number listed in appendix I of Inter Technique SB MXH-35-241 is found fitted, remove the inflatable harness from the oxygen mask regulator and replace it with a serviceable harness.

3. A flight crew oxygen mask regulator shall not be fitted on any aircraft unless it has been determined that the P/N and batch number of the inflatable harness fitted to the oxygen mask regulator is not listed in appendix I of Inter Technique SB MXH-35-240. This determination can be made by following the flow chart provided in section 3 of Inter Technique SB MXH-35-240.

**Note 2:** Appendix II of SB MXH-35-240 is an inconclusive means of identifying affected oxygen mask regulators. The list in appendix I of Inter Technique SB MXH-35-240 should be used to identify the inflatable harness fitted to the oxygen mask regulator.

**Note 3:** For the purpose of this AD, Bombardier aircraft include those aircraft previously manufactured by Canadair or De Havilland. Inter Technique SB MXH-35-240 revision 4 dated 10 June 2011 and SB MXH-35-241 revision 2 dated 19 May 2011 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

**Note 4:** Oxygen mask regulators with a date of manufacture (DMF) code of November 2008 (112008 or 11-08) or earlier, and oxygen mask regulators with a DMF of January 2011 (012011 or 01-11) or later, are not affected by the requirements of this AD provided that the inflatable harness has not been replaced on those masks.

(EASA AD 2011-0090R1 refers)

- Compliance:**
1. By 30 June 2013 (within 24 months after the effective date of DCA/EMY/38) unless previously accomplished.
  2. By 30 June 2013 (within 24 months after the effective date of DCA/EMY/38) unless previously accomplished.
  3. From 28 July 2011.

**Effective Date:** DCA/EMY/38 - 30 June 2011  
DCA/EMY/38A - 28 July 2011

### DCA/EMY/39 Continuous Flow Passenger Oxygen Masks – Inspection

**Applicability:** B/E Aerospace Continuous Flow Passenger Oxygen Mask Assemblies P/N 174006-( ), 174080-( ), 174085-( ), 174095-( ), 174097-( ) and 174098-( ) listed in B/E Aerospace SB No. 174080-35-04 revision 000, dated 6 September 2010 fitted to any aircraft, except

Boeing aircraft affected by FAA ADs 2007-26-06, 2008-08-08, 2008-12-05, 2008-13-21 and 2010-14-06.

**Note 1:** The reference SB lists the P/N with a suffix of “XX”. The TSO index lists the P/N with the suffix “( )”. In this AD the suffix “( )” is used.

**Requirement:** To prevent failure of the oxygen mask assembly in-line flow indicators which could restrict oxygen flow to the masks, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if any affected oxygen mask assembly P/N listed in B/E Aerospace SB No.174080-35-04 revision 000, dated 6 September 2010 is installed on the aircraft.
  - If an affected oxygen mask assembly is not found installed on the aircraft, no further AD action is required.
  - For Airbus aircraft affected by this AD, if the aircraft is in compliance with the requirements in EASA AD 2010-0165 dated 5 August 2010, or EASA AD 2010-0165R1 correction dated 31 January 2011, and an affected oxygen mask assembly P/N listed in B/E Aerospace SB 174080-35-04 revision 000, dated 6 September 2010 has not been installed on the aircraft by STC or modification, no further AD action is required.
  - If it is determined that the date of manufacture of the oxygen mask container assembly is after 1 March 2006, and it is determined that the original oxygen mask is fitted in the container assembly, no further AD action is required.

If an affected oxygen mask assembly P/N listed in SB 174080-35-04 is found installed on the aircraft, inspect the oxygen mask assembly and determine if the in-line flow indicator must be replaced per the instructions in paragraph II.A. of SB 174080-35-04.

If the the in-line flow indicator does not require replacement, no further AD action is required.

If the the in-line flow indicator does require replacement, modify the oxygen mask assembly by replacing the in-line flow indicator per the instructions in SB 174080-35-04, or replace the oxygen mask assembly with an airworthy oxygen mask assembly approved for installation on the aircraft.

2. An affected B/E Aerospace oxygen mask with a P/N listed in SB 174080-35-04 revision 000, dated 6 September 2010 with a manufacturing date on or after 1 January 2002 and before 1 March 2006 may not be installed on any aircraft unless the inspection/modification requirements in this AD have been accomplished.

**Note 2:** This AD is not applicable to Boeing 747-200B, 747-300 and 747-400 aircraft affected by FAA AD 2007-26-06, Boeing 757-200, 757-200CB, 757-200PF and 757-300 aircraft affected by FAA AD 2008-08-08, Boeing 777-200, 777-200LR, 777-300 and 777-300ER aircraft affected by FAA AD 2008-12-05 , Boeing 767-200, 767-300 and 767-400ER aircraft affected by FAA AD 2008-13-21, Boeing 737-200, 737-300, 737-

400 and 737-500 aircraft affected by FAA AD 2010-14-06. These ADs address the same unsafe condition and corrective actions mandated by this AD.

(FAA AD 2011-14-08 refers)

- Compliance:**
1. By 25 August 2014, or within the next 6500 hours TIS whichever occurs sooner, unless previously accomplished.
  2. From 25 August 2011.

**Effective Date:** 25 August 2011

#### **DCA/EMY/40 Fire Extinguisher – Inspection**

**Applicability:** Kidde Graviner hand operated fire extinguisher P/N 56412-001 (34H), 56411-001 (35H) and 56412-002 (38H).

Affected hand operated fire extinguishers are known to be installed on, but not limited to BAE Systems (Operations) ATP aircraft; BAE Systems (Operations) Jetstream 4100 aircraft; EADS-CASA C-212 'Aviocar' aircraft; Fokker Services F27 aircraft; Short Brothers SD3 and Short Brothers SC7 Skyvan aircraft.

**Requirement:** To correct potentially defective fire extinguishers, accomplish the following:

1. Modify the fire extinguisher per the instructions in Kidde Graviner SB A26-081 revision 1 dated 31 January 2012 or later approved revisions.
2. Affected P/N fire extinguishers shall not be fitted on any aircraft unless it has been modified per the requirements of this AD.

**Note:** Fire extinguisher modifications accomplished before 29 March 2012 per the instructions in Kidde Graviner SB A26-081 at original issue are acceptable to comply with the requirements of this AD. After the effective date of this AD the requirements of this AD must be accomplished per the instructions in Kidde Graviner SB A26-081 revision 1 dated 31 January 2012 or later approved revisions.

(EASA AD 2012-0037 refers)

- Compliance:**
1. By 29 September 2012, unless previously accomplished.
  2. From 29 March 2012.

**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 <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.

#### **EASA AD 2012-0254R1 Flight Crew Oxygen Mask Regulator – Inspection**

**Applicability:** Flight crew oxygen mask regulators P/N MC10, MF10 and MF20 series, with S/N listed in Appendix 1 of the EASA AD.

Affected flight crew oxygen masks regulators are known to be installed on, but not limited to, aeroplanes manufactured by Airbus, ATR, Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Gulfstream and McDonnell Douglas.

**Effective Date:** EASA AD 2012-0254 - 13 December 2012  
EASA AD 2012-0254R1 - 21 December 2012

#### **EASA AD 2014-0142R1 Oxygen Mask Regulator Inflatable Harness – Inspection**

**Applicability:** Flight Crew Oxygen Mask Regulators MC10 series with a P/N as identified in Section 1.A.(1) of Zodiac Aerotechnics Service Bulletin (SB) MC10-35-274 Revision 1 issue dated 18 April 2014.

Affected Flight Crew Oxygen Mask Regulators are known to be installed on, but not limited to, aeroplanes manufactured by Boeing, Bombardier, Cessna, Gulfstream and Learjet

**Effective Date:** 2014-0142 - 18 June 2014  
2014-0142R1 - 18 June 2014

#### **FAA AD 2015-16-04 Cancelled – DCA/EMY/40 (EASA AD 2012-0037 refers)**

**Effective Date:** 24 September 2015

#### **FAA AD 2011-01-09 B/E Aerospace PBE P/N 119003-11 – Inspection**

**Applicability:** B/E Aerospace protective breathing equipment (PBE) units P/N 119003-11.

These PBE units may be installed on (or carried or stowed on board), but not limited to, various aircraft, identified in but not limited to the aircraft of the manufacturers specified in Table 1 of the FAA AD.

**Effective Date:** 22 October 2015

#### **UK AD G-2015-0001 Cancelled - EASA AD 2016-0044 refers**

**Effective Date:** 22 March 2016

**EASA AD 2016-0024      Optical and Ambient Smoke Detectors – Inspection**

**Applicability:** P/N PMC1102-02, P/N PMC3100-00 and P/N GMC1102-02 smoke detectors, having a date of manufacture (DMF, in digits as 'MMYYYY', e.g. 072010, see Appendix 2 of this AD) between November 2010 to January 2013 inclusive, and certain repaired units, as identified by P/N and serial number (s/n) in Appendix 1 of this AD.

These smoke detectors are known to be installed on, but not limited to: Airbus A330, A330 Freighter and A380 aeroplanes by the aeroplane manufacturer on the production line; and in service by Supplemental Type Certificate (STC) modification on certain Airbus A319 and A320, Bombardier CL-600-2B19 (Challenger 850), Boeing (formerly McDonnell Douglas) DC-9 series 80, and Boeing 737-400(BDSF), 767 and 747-8 aeroplanes.

**Effective Date:** 1 February 2016

**EASA AD 2016-0026      Emergency Parachute Rubber Bands – Inspection**

**Applicability:** Heinrich Mertens type 10-30/24, 12-61/24 and 12-82/23 Emergency Parachutes, all variants, S/n 13-227154 to 14-227292 inclusive.

**Effective Date:** 18 February 2016

**EASA AD 2016-0062      Emergency Parachute Harness – Inspection**

**Applicability:** SPEKON, Sächsische Spezialkonfektion GmbH RE-5L Serie 5+ Emergency Parachutes, all variants, serial number (s/n) as listed in the Appendix of the EASA AD.

**Note:** This AD supersedes EASA AD 2016-0042-E dated 3 March 2016.

**Effective Date:** 23 March 2016

**EASA AD 2016-0044      Engine and APU Automatic Fire Extinguishers – Inspection**

**Applicability:** Kidde Graviner Single Head Automatic Fire Extinguishers, P/N 12A, P/N 13A, P/N 59A, P/N 60A, P/N 99A, P/N 146A, P/N 161A, P/N 162A, P/N 167A, P/N 170A, P/N 170A-02, P/N 182A, P/N 187A, P/N 229A(1), P/N 242A(1), P/N 236A, P/N 237A, P/N 241A, P/N 1167A, P/N 1187A, P/N 1200A, P/N 57133 series, P/N 57135 series, P/N 57183 series, P/N 57331 series, P/N 57333 series and P/N 57335 series, all serial numbers. The use of the word 'series' signifies that all dash numbers of those P/N are affected.

These fire extinguishers are known to be installed on various category aircraft.

**Effective Date:** 22 March 2016

**FAA AD 2016-11-20      Cancelled – FAA AD 2017-18-12 refers**

**Effective Date:** 16 October 2017

**DCA/EMY/41 Life Preserver – Inspection**

**Applicability:** Mustang Survival model MSV971 Aircrew Life Preserver (ALP).

**Requirement:** To prevent non-deployment when intentionally activated, which could result in loss of life, and prevent uncommanded self-deployment, which could result in injury, accomplish the following:

1. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner:

Visually inspect the survival vest, the protective container and the inflatable cell per the requirements specified in the manufacturer's instructions for continued airworthiness. Accomplish corrective actions, as required.

2. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner, and thereafter at intervals not to exceed 12 months:

Accomplish the maintenance requirements specified in the manufacturer's instructions for continued airworthiness. Accomplish corrective actions, as required.

3. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner, and thereafter at intervals not to exceed 12 months:

Inspect the survival light and ensure it meets the requirements of TSO C85a. Accomplish corrective actions, as required.

(Occurrences 16/5240, 16/5242 and 16/5243 refer)

**Note 1:** Life preservers can be serviced/maintained by a Part 145 maintenance organization provided they have the correct tooling, access to the manufacturer's instructions for continued airworthiness, and the work is within their scope/capability list. The release-to-service indicates that the product has been serviced/maintained/overhauled correctly, and is not an authority for use. It is the responsibility of the user to ensure they meet the requirements in Part 91 Appendix A.14(a) & (b).

**Note 2:** The technical specification of the Mustang MSV971 ALP is approved as an alternative to the requirements for inflatable life preservers specified under Part 91 Appendix A.14(b)(1). MSV971 preservers may be used to meet the life preserver requirements of CAR §91.525 provided the operator is made aware in writing of the following limitations:

- Flight crew wearing a MSV971 ALP in lieu of a life preserver must don the vest prior to take off; and
- A survival light meeting the requirements of TSO C85a must be fitted.

For the approval of Mustang MSV971 ALP as an alternative to the requirements for inflatable life preservers specified under Part 91 Appendix A.14(b)(1), refer to Reference No. 10/ACM/12.

**Note 3:** Carbon dioxide cylinders with model number MA7128 have been discontinued and replaced by model number MI5707. Replacement cylinders are 34-37 grams (nominal 35 grams). The User Manual for the Mustang MSV971 ALP which consists of the Description and Maintenance Instructions can be obtained from Mustang Survival.

**Compliance:** Refer requirements section of the AD.

**Effective Date:** 27 October 2016

**FAA AD 2017-18-12 B/E Aerospace Protective Breathing Equipment – Inspection**

**Applicability:** B/E Aerospace Protective Breathing Equipment (PBE) P/N 119003-11 and P/N 119003-21.

**Effective Date:** 16 October 2017

**FAA AD 2017-19-05 Siemens Smoke Detectors – Inspection**

**Applicability:** Siemens S.A.S. smoke detectors P/N PMC1102-02, PMC3100-00 and GMC1102-02, with a S/N listed in paragraph 1/D/ of Siemens Service Information Letter (SIL) No. PMC-26-002, revision No. 1, dated January 2016; or paragraph 1/D/ of Siemens SIL No. PMC-26-003, revision No. 2, dated February 2016, and

Smoke detectors with P/Ns and S/Ns listed in Figure 1 to paragraph (c) of FAA AD 2017-19-05, installed on, but not limited to, any aircraft listed in paragraphs (c)(2)(i) or (ii) of FAA AD 2017-19-05.

**Effective Date:** 31 October 2017

**UK AD G-2021-0004 Life Raft Heliraft 18R MK3 – Inspection**

**Applicability:** Survitec Group Limited Life Raft with packed assembly P/N 00051054 (Port) and P/N 00051055 (Starboard).

**Note:** A Survitec Life Raft Heliraft 18R MK3 with packed assembly P/N 00051054 (Port) and P/N 00051055 (Starboard) that have been serviced in accordance with Alert Service Bulletin 25-197-A, Version 1 dated 19 June 2020, is considered a serviceable part.

**Effective Date:** 5 July 2021

**\* EASA AD 2021-0185R2 Hand Operated Fire Extinguishers – Inspection**

**Applicability:** HAFEX (Halon-free) hand-held fire extinguishers with P/N P3APP003010A, P/N P3APP003010B, or P/N P3APP003010C, all S/N.

**Note:** EASA AD 2021-0185R2 revised to extend the repetitive inspection interval. Affected fire extinguishers may be eligible for installation on any aircraft and may have been installed during the aircraft manufacturing process (production line), or in-service modification, either through a STC, or by using Type Certificate holder approved modification instructions, or through a minor modification approval.

**Effective Date:** EASA AD 2021-0185R1 - 26 August 2021  
EASA AD 2021-0185R2 - 29 September 2022

**EASA AD 2022-0029R1 Emergency Parachutes – Inspection**

**Applicability:** ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes, all S/N manufactured from 2016 with a P/N 09994, 09995 or 09996 (no suffix).

**Note:** EASA AD 2022-0029R1 revised to expand the AD applicability and introduce a modification to return affected parachutes to service. MARS A.S. in the Czech Republic is the manufacturer of these emergency parachutes.

**Effective Date:** EASA AD 2022-0029 - 31 March 2022  
EASA AD 2022-0029R1 - 28 April 2022

**UK CAA AD G-2022-0009 Lifejackets – Inspection**

**Applicability:** Survitec Group Limited (referred to as “Survitec” in the UK CAA AD) Lifejackets Type 102 Mk 3 (Adult) ,102 Mk 4 (Crew) and 105 Mk 1 (Infant).

**Effective Date:** 5 May 2022