
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SUPP/18 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Supplementary Equipment

AD/SUPP/18
Amdt 1

SIREN Load Release Units

8/2009
DM

Applicability: This Directive affects the following Eurocopter helicopter types, all serial numbers, if equipped with any type of SIREN Load Release Unit:

EC 120B,
AS 350 B, BA, B1, B2, B3, BB and D,
EC 130 B4,
AS 355 E, F, F1, F2 and N,
AS 365 N, N1, N2 and N3,
EC 155 B and B1,
SA 330 F, G and J,
AS 332 C, C1, L, L1 and L2,
EC 225 LP.

Requirement:

1. For SIREN Load Release Units part number AS21-5-(1 to 7) with a serial number below 415, check that the clearance “J” of the cargo hook locking keeper is within the limits specified in paragraph 2.B.1 of the applicable Eurocopter Alert Service Bulletin (ASB) for the helicopter type, as listed in Requirement Note 1 of this Directive.
2. Before the next cargo hook operation using any SIREN Load Release Unit including part numbers AS21-5-(1 to 7):
 - a. Check the sizes of the rings and shackles currently used for cargo hook operations and prohibit usage of any ring or shackle that is beyond the tolerances indicated in paragraph 2.B.1 or 2.B.2 of the applicable Eurocopter ASB for the helicopter type, as listed in Requirement Note 1 of this Directive.

Supplementary Equipment

AD/SUPP/18 Amdt 1 (continued)

- b. Pending the update of the relevant Flight Manual, insert a copy of Appendices 1, 2 and 3 of the applicable ASB in the Flight Manual, in accordance with paragraph 1.E.2.a of the applicable Eurocopter ASB for the helicopter type, as listed in Requirement Note 1 of this Directive.
- c. Install a locally-made placard close to the maximum load placard of the load release unit, indicating the hang-up instructions, in accordance with paragraph 2.B.2 or 2.B.3 of the applicable Eurocopter ASB for the helicopter type, as listed in Requirement Note 1 of this Directive.

From the effective date of this Directive, it is prohibited to use a ring or shackle of a size that is beyond the tolerances indicated in paragraph 2.B.1 or 2.B.2 of the applicable Eurocopter ASB for the helicopter type, as listed in Requirement Note 1 of this Directive; nor install several rings/shackles or straps or cables for directly attaching the load to the cargo hook.

Note 1: Eurocopter EC 120 ASB 04A004 Revision 0, AS 350 ASB 01.00.49 Revision 0, EC 130 ASB 04A003 Revision 0, AS 355 ASB 01.00.47 Revision 0, EC 155 ASB 04A001 Revision 0, AS 365 ASB 01.00.53 Revision 0, AS 332 ASB 01.00.66 Revision 0, SA 330 ASB 01.60 Revision 0, and EC 225 LP ASB 04A004 Revision 0, all dated 12 May 2009; or later EASA approved revisions, refer.

Note 2: EASA AD 2009-0122 refers.

- Compliance:
1. Before each cargo hook operation.
 2. From 24 June 2009.

This Amendment becomes effective on 24 June 2009.

- Background: The DGAC requires certain actions following the discovery of an anomaly on the load release unit locking catch. This anomaly, unless corrected, could result in jamming of the ring on the cargo hook in the hook-open position, and jeopardise release of an under-slung load.

Amendment 1 is issued in response to a new EASA AD, which was prompted by reports of jamming of the load attachment ring on the cargo hook in the open position. Investigation revealed the cause as the use of rings of incorrect size for the SIREN Load Release Units. This condition, if not corrected, can lead to the loss of the under-slung load.

Supplementary Equipment

AD/SUPP/18 Amdt 1 (continued)

The original issue of this Directive became effective on 7 August 2001.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers
Delegate of the Civil Aviation Safety Authority

15 June 2009