



# Australian Government

---

## Civil Aviation Safety Authority

Instrument number CASA 47/13

I, RICKI JOHN LEEDS, Manager Airworthiness and Engineering Branch, a delegate of the Civil Aviation Safety Authority, make this instrument under regulation 38(1) of the *Civil Aviation Regulations 1988*.

**[Signed R. Leeds]**

Rick Leeds  
Manager  
Airworthiness and Engineering

28 March 2013

### **Maintenance direction — requirement to provide information about R44 and R44 II helicopters**

---

#### **1 Commencement**

This direction takes effect on the date it is received.

#### **2 Application**

This direction applies to all Certificate of Registration Holders of Robinson R44 helicopters (the *helicopter*).

#### **3 Direction**

- 3.1 On or before 26 April 2013, each Certificate of Registration Holder of a helicopter must notify CASA in writing:
  - (a) whether the helicopter(s) has an approved system of maintenance; and
  - (b) if so, whether that system requires compliance with:
    - (i) Robinson Helicopter Company Service Bulletin SB-78B; and
    - (ii) Robinson Helicopter Company service bulletins in general.
- 3.2 Any notification must be sent to: [airworthiness.standards@casa.gov.au](mailto:airworthiness.standards@casa.gov.au) or by Facsimile to: 61 2 6217 1914.

*Notes*

#### **Background**

On 26 June 2012, the Civil Aviation Safety Authority (CASA) issued Airworthiness Bulletin (AWB) AWB 28-012 titled *Robinson R44 Fuel Tanks*. That AWB highlights the improvement in the 'post-crash survivability' of R44 helicopters that had been fitted with bladder-type fuel tanks. The AWB refers to a Robinson Helicopter Company Service Bulletin SB-78 that, depending on the Maintenance schedule affecting the individual helicopter, required the fitment of a bladder-type tank to all R44 and R44 II helicopters.

The AWB also refers to other related R44 and R44 II Service Bulletins numbered SB67, SB68, SB69 and SB82. These R44 Service Bulletins, with earlier compliance dates, are also intended to improve 'post-crash survivability'.

In October 2012, Robinson Helicopter Company brought forward the compliance date for SB-78B for affected R44 and R44 II helicopters to 30 April 2013. Given the reduced compliance time, on 5 February 2013 CASA sent a letter to all R44 operators recommending the installation of the bladder tanks and highlighting their responsibilities under regulation 42A(4) of the *Civil Aviation Regulations 1988* (the CAR).

### **Purpose of direction**

The purpose of the above direction is that CASA seeks to identify which R44 helicopters are subject to an approved system of maintenance (that is, a maintenance schedule that is not the manufacturer's maintenance schedule).

### **Mandatory compliance with service bulletins**

As noted above, CASA highlighted to registered operators the operation of CAR 42A. Further, page 1.1 of the Robinson Helicopter Company *Maintenance Schedule* states *Service Bulletin compliance is mandatory*.

Accordingly, registered operators of R44 helicopters that are maintained using the manufacturer's maintenance schedule are reminded that they must comply with the abovementioned Service Bulletins by their due date. If they do not, the pilot of any helicopter flown after the due date will contravene regulation 133 of the CAR. The registered operator will also be contravening regulation 41 of the CAR. A pilot and registered operator may also contravene regulation 47 of the CAR.

In the event a registered operator cannot comply with the Service Bulletin SB-78B by 30 April 2013, an application for an exemption from any of these requirements can be made to CASA in accordance with Part 11 of the *Civil Aviation Safety Regulations 1998* (the CASR). CASA cannot provide a view about whether it would grant any exemption until it has assessed all of the information required to be provided to CASA in accordance with regulation 11.165 of the CASR.

### **Proposed direction**

In the event that an aircraft's system of maintenance does not require compliance with Robinson Helicopter Company Service Bulletins, having regard to the content of the abovementioned specific Service Bulletins, CASA would regard such a system of maintenance as deficient. For the purposes of regulation 42Q of the CAR, CASA proposes to issue a direction under regulation 38 of the CAR, directing that any such deficient system of maintenance be changed to require compliance with Service Bulletins, and that affected helicopters not be flown after 30 April 2013 unless the Service Bulletins were complied with.

If your aircraft has an approved system of maintenance, you are invited to comment on this proposed course of action, at the same time as providing the information to CASA as required by the above direction.

---