
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

Cessna 150, F150, 152 & F152 Series Aeroplanes

AD/CESSNA 150/49

BRS-150 Parachute System

**13/2008
DM**

Applicability: Models 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, A150K, 150L, A150L, 150M, A150M, 152, and A152 aircraft; equipped with a BRS-150 Parachute System with a serial number in the range of 50001 through 50006 installed via Supplemental Type Certificate (STC) SA64CH.

Requirement: Remove the pick-up collar support, nylon screws, and launch tube of the BRS-150 Parachute System and replace them with new parts, in accordance with BRS Service Bulletin SB 2008-04-01 R1, issued 24 April 2008, or later FAA approved revision.

Note: FAA AD 2008-22-18 Amdt 39-15715 refers.

Compliance: Within 25 hours time in service after the effective date of this Directive, unless already accomplished.

This Airworthiness Directive becomes effective on 9 December 2008.

Background: The FAA received notification by the manufacturer of the BRS-150 Parachute System that the pick-up collar assembly may prematurely move off the launch tube and adversely affect rocket trajectory during deployment. Premature separation of the collar could result in the parachute failing to successfully deploy.



David Villiers
Delegate of the Civil Aviation Safety Authority

6 November 2008