
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 repeals Airworthiness Directive (AD) AD/GENERAL/37 Amdt 9 and issues the following AD under subregulation 39.001 (1) of CASR 1998 and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an 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.

Aircraft - General

AD/GENERAL/37 Amdt 10

Emergency Exits

5/2016

- Applicability:** For aircraft to which Part 42 of CASR 1998 applies, that have an emergency exit which is not a normal entry/exit/service door. This directive does not apply to emergency exits that are destroyed when operated, such as exits that require the smashing of a window or ripping of a fabric panel.
- Requirement:** With the aircraft in its normal operating configuration (that is, with all trim and interior fittings installed), operate the emergency exits in accordance with the placarded instructions. When the operating mechanism is protected by a breakable cover, this may be removed before operating the exit.
- Compliance:**
1. Aircraft not maintained to an approved system of maintenance, or where the approved system of maintenance does not specify periodic checking of the exits' operation:
 - (a) Unpressurised aircraft: at periods not exceeding 12 months; and
 - (b) Pressurised aircraft: at periods not exceeding 6 months.
 2. All aircraft: at any time there is role equipment or an interior configuration change that may inhibit operation of the exit.

The effective date of this AD is 26 February 2016.

Background: Inspections have revealed that, after a relatively short period of time, it can be impossible in some cases, and extremely difficult in others, to open emergency exits. Experience has also shown opening of exits can be inhibited by equipment/interior reconfigurations installed after testing the exit's operation.

Amendment 7 ensured that emergency exits which are destroyed during operation were not subject to the requirement.

Amendment 8 simplified the applicability and compliance requirements.

Amendment 9 corrected the inclusion of aircraft under a system of maintenance in the calendar compliance period requirements.

Aircraft - General

AD/GENERAL/37 Amdt 10 (continued)

Amendment 10 is issued to limit the applicability to of the AD to Part 42 aircraft only. This AD will be repealed after the requirements are incorporated into a future amendment of the Part 42 Manual of Standards.

A handwritten signature in black ink, appearing to read 'van Dijk', with a large, sweeping flourish extending downwards and to the left.

Pieter van Dijk
Delegate of the Civil Aviation Safety Authority

22 February 2016