
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/SUPP/8 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.

Supplementary Equipment (including Rescue Hoists)

**AD/SUPP/8
Amdt 1**

Towing Release System

5/2016

Applicability: For aircraft to which Part 42 of CASR 1998 applies:

All towing release systems used in aircraft that are not covered by an Approved Maintenance Program under Subpart 42.J of CASR 1998.

- Requirement:**
1. (a) Ensure that the cockpit control has full and free movement.
(b) Check that the release mechanism is clean.
(c) Check for visible signs of damage or wear of the release mechanism.
(d) Perform a functional check.
 2. (a) Clean and lubricate the hook mechanism.
(b) Check the beak and other parts for wear.
(c) Check the condition of operating levers, cables and pulleys.
(d) Test the ability of the system to return to a safe over-centre position of the mechanism. The return force as measured at the activating lever of the hook shall not be less than 20N (Newton) (2 kg force).
 3. (a) Remove the release assembly and overhaul in accordance with the manufacturer's data and instructions.
(b) Test that the pilot effort is less than 200N (20 kg force) with a 4.5kN (450 kg force) load applied to the release anywhere in a 30 degree cone.

Compliance: For Requirement 1: Daily whilst engaged in towing operations. The daily inspection required by this AD may be accomplished by the pilot in command as part of the normal aircraft daily inspection, and therefore, the certification in Column 2 Part 3 of the Maintenance Release is also certification for Requirement 1 of this AD.

Note: This AD is to be recorded in Part 1 of the Maintenance Release.

Supplementary Equipment (including Rescue Hoists)

AD/SUPP/8 Amdt 1 (continued)

For Requirement 2: Prior to issue of the next Maintenance Release after 28 February 1986 and thereafter at each issue of a Maintenance Release.

For Requirement 3: Prior to issue of the next Maintenance Release after 30 June 1986 and thereafter at intervals not exceeding 1 000 hours time in service or 1 year, whichever occurs first.

Note: Towing release mechanisms may be overhauled by a GFA approved Inspector in accordance with the requirements contained in the relevant Airworthiness Directives issued by the GFA. The overhaul status of the towing release assembly must be adequately documented.

The effective date of this AD is 26 February 2016.

Background: The original issue of this AD was issued because the requirement for towing release system maintenance had not been adequately addressed in the past.

Amendment 1 is issued to limit the applicability 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 from the bottom left.

Pieter van Dijk
Delegate of the Civil Aviation Safety Authority

22 February 2016