
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.

Supplementary Equipment

AD/SUPP/21 Helicopter External Rescue Systems 10/2008

Applicability: All helicopter external rescue systems (ERS) including, but not limited to, emergency mountain rescue systems installed in accordance with Supplemental Type Approval SH82-3 Issues 1, 2, 3, 4 and 5.

Requirement: Helicopter external rescue systems are classified as Class D external loads extending below the landing gear and, as such, they require a jettison capability.

Accordingly, remove existing non-jettisonable rescue systems or modify with a jettisonable feature approved by Transport Canada.

Note: Transport Canada AD CF-98-15 refers.

Compliance: Unless already accomplished, before 31 December 2008.

This Airworthiness Directive becomes effective on 25 September 2008.

Background: In the past, a number of Supplemental Type Approvals (STA), Limited STA (LSTA), and possibly U.S. FAA Supplemental Type Certificates (STC) were granted for the installation of non-jettisonable ERS. Latest Canadian regulations state that a Class D external load can only be carried by a helicopter equipped with a jettisonable system.



David Villiers
Delegate of the Civil Aviation Safety Authority

11 August 2008