

# Airworthiness Directive Schedule

## Aircraft

### Aeroplanes General – Large (Greater than 5700 kg MCTOW)

23 December 2021

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- Notes:**
1. This AD schedule is applicable to general equipment, components and parts installed on aeroplanes with a Maximum Certified Take-off Weight (MCTOW) of greater than 5700 kg.
  2. The Aeroplanes and Helicopters General AD schedule dated 27 April 2017 has been split into three AD schedules. There is now an AD schedule for Aeroplanes General – Large (Greater than 5700 kg MCTOW), an AD schedule for Aeroplanes General – Small (Up to 5700 kg MCTOW) and an AD schedule for Helicopters General.
  3. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to large aeroplanes with a Maximum Certified Take-off Weight (MCTOW) greater than 5700 kg. NAA ADs can be obtained directly from the applicable NAA website. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>
  4. The date above indicates the amendment date of this schedule.
  5. New or amended ADs are shown with an asterisk \*
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<b>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <a href="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</b> .....		
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**DCA/GEN/7B Lavatories – Inspection**

**Applicability:** All aircraft with one or more lavatories.

These lavatories may be installed on aircraft manufactured by, but not limited to aircraft manufacturers listed in table 1 of FAA AD 74-08-09R3.

**Note:** DCA/GEN/7B revised to introduce the requirements in FAA AD 74-08-09R3 which extends the AD compliance for aircraft with certain missing ashtrays.

**Requirement:** To prevent possible fires which could result from smoking materials dropped into paper or linen waste receptacles, accomplish the inspections and corrective actions specified in FAA AD 74-08-09R3.

(FAA AD 74-08-09R3 refers)

**Compliance:** At the compliance times specified in FAA AD 74-08-09R3.

**Effective Date:** DCA/GEN/7 - 15 July 1974  
DCA/GEN/7A - 30 August 1996  
DCA/GEN/7B - 31 May 2012

**DCA/GEN/15 Cancelled – Purpose fulfilled**

**Note:** For seat cushion flammability requirements refer to CAA Rule Part 26, Appendix D.4 (c), dated 25 March 2010, or later revision.

**Effective Date:** 27 July 2017

**DCA/GEN/16 Fire Protection - Modifications**

**Applicability:** All aircraft having 20 or more passenger seats.

**Requirement:**

1. Embody lavatory fire protection installations which meet the requirements of United States Federal Aviation Administration Regulations Part 121.308 (at amendment 121-185 effective 29 April 1985).
2. Install additional hand fire extinguishers as prescribed in United States Federal Aviation Administration Regulations Part 121.309 para (c) (at amendment 121-185 effective 29 April 1985).

**Compliance:** By 1 July 1989

**Effective Date:** 2 December 1988

**DCA/GEN/17 Cancelled – Purpose fulfilled**

**Note:** For protective breathing equipment installation requirements refer to CAA Rule Parts 121.367 and 125.364, both dated 10 March 2017, or later revision.

**Effective Date:** 27 July 2017

**DCA/GEN/18 Cancelled – Purpose fulfilled**

**Note:** The requirements in DCA/GEN/18 were based on FAA AD 88-22-07, which is applicable to certain Cessna 206, 207 and 210 series aircraft with Aeroquip 601 hose assemblies.  
The applicability of DCA/GEN/18 was expanded to include all Aeroquip 602 hose installations.  
For Cessna 206 and 207 series aircraft affected by FAA AD 88-22-07, refer to DCA/CESS206/136 and DCA/CESS207/20.

**Effective Date:** 27 July 2017

**DCA/GEN/20 Additional Emergency Equipment - Installation**

**Applicability:** All aircraft having 20 or more passenger seats.  
**Requirement:** Install additional emergency equipment as prescribed in United States Federal Aviation Administration Regulations Part 121.310 (at amendment 121-183 effective 26 November 1984).  
**Compliance:** By 16 February 1992  
**Effective Date:** 16 February 1990

**DCA/GEN/21 Cancelled – Purpose fulfilled**

**Note:** For compartment interior material requirements refer to CAA Rule Part 26, Appendix D.4 (b) and D.4 (c), dated 25 March 2010, or later revision.  
**Effective Date:** 27 July 2017

**DCA/GEN/22 Cancelled – Purpose fulfilled**

**Note:** For cargo compartment liner material requirements refer to CAA Rule Part 26, Appendix D.5, dated 25 March 2010, or later revision.  
**Effective Date:** 27 July 2017

**DCA/GEN/24 Cancelled – Purpose fulfilled**

**Note 1:** For public address and crew member intercom systems refer to CAA Rule Part 121.369, Appendices B.3 and B.4, dated 10 March 2010, or later revision.  
**Note 2:** For public address and crew member intercom systems refer to CAA Rule Part 125.365, Appendices B.1 and B.2, dated 10 March 2010, or later revision.  
**Effective Date:** 27 July 2017

**DCA/GEN/31 Pressurised Fuselages – Repair Assessment**

**Applicability:** All model Boeing 727, 737 and 747  
**Requirement:** Incorporate repair assessment guidelines for the fuselage pressure boundary into the maintenance program per FAA Part 121.370, at amendment No.121-282. The repair assessment guidelines must be approved by the CAA.  
**Note:** FAA AC 120-73 provides guidance on incorporating repair assessment guidelines into the maintenance program.  
**Compliance:** Before the applicable flight cycle implementation time specified below:-  
Boeing 727 series                      45,000 flight cycles  
Boeing 737 series                      60,000 flight cycles  
Boeing 747 series                      15,000 flight cycles.  
**Effective Date:** 27 June 2002

### **DCA/GEN/34A Non-Conforming Dinitrol Products**

**Applicability:** All aircraft using Corrosion Protection Compounds (CPCs)

**Note 1:** AD revised as further examples of non-conforming product have been reported and the Chemetall NZ contact has been updated.

**Requirement:** Do not apply any CPCs that have been purchased from:

**“Angell Marketing Ltd, Angell Industries”, and/or “Dinitrol NZ Ltd”**

Investigations reveal NZ aircraft maintenance organizations have been supplied with numerous batches of CPC products that were either beyond their shelf lives or were re-labeled. Testing of the non-conforming product reveals it may have reduced corrosion protection properties.

Do not use CPC products which may have been supplied in either aerosol, plastic, or bulk containers by the above-mentioned companies. The products include Dinitrol-Brand, including but not limited to AV8, AV15, AV30 or AV 100D. As well as the corrosion inhibiting compounds, CPC removal products of unknown origin labeled, AV980 and AV980B may also have been supplied.

Product of suspect origin must be quarantined.

Chemetall New Zealand Pty Limited are the exclusive New Zealand manufacturer / distributor of Ardrox Dinitrol AV products. If you have Dinitrol or other CPC products of doubtful origin or require genuine Ardrox Dinitrol replacement product, contact:

Chemetall New Zealand  
PO Box 15783, New Lynn, Auckland  
Phone 09 820 3888  
Fax 09 820 3979  
Email [nzsales@chemetall.com](mailto:nzsales@chemetall.com)

**Note 2:** Although testing has revealed a reduced corrosion inhibiting efficiency, remedial action is still being discussed with the manufacturer. It is likely that an AD requiring removal of non-conforming product and re-application will be issued if maintenance inspection intervals take credit for CPC application.

**Compliance:** Effective on receipt.

**Effective Date:** DCA/GEN/34 - 28 May 2005  
DCA/GEN/34A - 30 August 2007

### **DCA/GEN/35A Seats, Safety Belts and Shoulder Harnesses – Certification Requirement**

**Applicability:** All aircraft type certificated after 1 January 1958 and manufactured on or after 27 October 2012 with more than 19 passenger seats that are operated on air transport operations in accordance with NZCAR 119.

**Note:** Compliance date revised to provide appropriate notice of requirement.

**Requirement:** All passenger and flight attendant seats and restraint systems must be designed to meet the requirements of United States Federal Aviation Administration Regulations Part 25.562 Emergency Landing Dynamic Conditions (at amendment 25-64 effective 16 June 1988).

(FAR 121.311(j) at amendment 121-315 effective 27 October 2005 refers)

**Compliance:** From 27 October 2012

**Effective Date:** DCA/GEN/35 - 26 November 2009  
DCA/GEN/35A - 28 January 2010

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

**\* FAA AD 2021-23-12 Radio Altimeter Interference from 5G C-Band**

**Applicability:** All aeroplanes operating in USA airspace requiring a radio altimeter (also known as a radar altimeter).

Radio altimeters are installed on, but not limited to aeroplanes manufactured by:

The Boeing Company; Airbus SAS; Bombardier Inc.; Embraer S.A.; Gulfstream Aerospace Corporation; Gulfstream Aerospace LP; Textron Aviation Inc.; Pilatus Aircraft Limited; Fokker Services B.V.; Saab AB, Support and Services; DeHavilland Aircraft of Canada Limited; Airbus Canada Limited Partnership; ATR-GIE Avions de Transport Régional; Yaborã Indústria Aeronáutica S.A.; MHI RJ Aviation ULC; BAE Systems (Operations) Limited; Lockheed Martin Corporation/Lockheed Martin Aeronautics Company; Viking Air Limited and Dassault Aviation.

**Note:** This AD is only applicable to aeroplanes operating in USA airspace requiring a radio altimeter.

Certain USA airports/locations are exposed to 5G C-Band wireless broadband interference, which may affect the accuracy of radio altimeter systems.

In order to ensure flight safety, air operations at certain airports/locations requiring reference to an operational radio altimeter are prohibited.

NOTAMS will be issued in the USA to state the specific airports/locations where the radio altimeter is unreliable due to the presence of 5G C-Band wireless broadband interference.

**Effective Date:** 23 December 2021