

# Continuing Airworthiness Notice – 71-001



## Trelleborg Hydro K Fuel and Oil Hoses

11 February 2010

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Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

**The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.**

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

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### Applicability:

All microlight, gyroplane and amateur built aircraft fitted with Trelleborg Hydro K fuel and/or oil hoses. Affected hoses have the name "TRELLEBORG" printed on the hose.

### Purpose:

This Continuing Airworthiness Notice (CAN) alerts operators/maintainers of the possibility of Trelleborg Hydro K hoses developing cracks very soon after installation from new. Failure of affected hoses due to cracks could result in oil and/or fuel loss, engine failure and/or an aircraft fire. These hoses are known to be used on Rotax engine installations for both the fuel and oil delivery, and are also used by aircraft manufacturers for other engine installations and/or aircraft systems.

### Background:

This CAN is prompted by an overseas report of finding a number of Trelleborg Hydro K hoses cracked within 6 months since new. Some hoses were found cracked through to the inner core, which resulted in significant fluid leaks.

### Recommendation:

The CAA recommends aircraft operators/maintainers inspect all the fuel and oil hoses on the aircraft to determine if Trelleborg Hydro K flexible hoses are fitted. If affected hoses are found fitted the hoses should be inspected for any signs of cracks. Cracked hose(s) should be replaced with a new hose or an alternative hose before further flight. If no cracks are found, the CAA recommends continued inspections at regular intervals. In MPD No. 2010-001 the UK CAA recommends an inspection of affected hoses at intervals of 30 hours TIS or every month, whichever occurs sooner.

**Note:** UK CAA Mandatory Permit Directive (MPD) No. 2010-001 dated 9 February 2010 pertains to the subject of this CAN. A copy can be obtained on the UK CAA web site at

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=3916>

### Enquiries:

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