

CAMPBELL HELICOPTERS LTD MAINTENANCE MEMO 2008-06

Subject: AD Compliance

**Date:** 20 Oct 2008

**To:** Pilots and AMEs

Reference:

NCF 2008-14

CAR STD 571 types of work (g) Maintenance performed with respect to an Airworthiness Directive (AD).

- (i) The identification code or number used by the issuing authority for that AD (where an organization uses internal document bearing an alternative identification code or a number to control the compliance with the requirements of an AD, that number must also be shown in the maintenance release);
- (ii) Where the AD specifies alternative requirements, the identification of the alternative used;
- (iii) Where the AD is a multi-part AD, the identification of the parts of the directive that have been complied with; and,
- (iv) Where an AD requires an inspection, the findings resulting from that inspection have been noted in the technical record.

Instructions:

In May 2008 AD 2008-10-03 was issued for the inspection of 212 tail rotor blades. This included a requirement for an inspection (a) before each start by Pilot or AME and inspection (b) by AME each 25 hours or 30 Days.

Maintenance Memo 2008-1 was sent out with instruction on compliance with the AD. All applicable inspections forms were amended and sent to the AC.

In Jun 2008 Transport Canada issued an Alternate Means of Compliance (AMOC) AARDG2008/A24 to part (a), changed the requirements for the inspection and required an AME to carry the AMOC inspection out.

Maintenance Memo 2008-2 was sent out canceling MM 2008-1, with new instructions on compliance with the AD. All applicable inspections forms were amended and sent to the AC.

Each AC has a copy of the current inspection forms in the Inspection form manual assigned to the AC. Each AC has a copy of applicable AD's, AMOC, and maintenance memo in the Maintenance manual supplement manual assigned to the AC.

The instructions given to you in the maintenance memos, inspection forms, Recurring inspection list for 212, and MCM 5.2.4 if followed will ensure compliance with the above regulations and others that have not been copied here. Though this operating season every part of the above regulation and other regulation applicable to documenting AD compliance has been broken on numerous occasions.

There is only one correct way to document AD compliance and when this is **not done as per the CAR's** this jeopardizes the operation of the company. If you have any questions or concerns about this issue, please contact me. If you choose not to follow the instructions given, the DOM or I will be contacting you.

Richard Mackinnon QAM

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MAINTENANCE MEMO 2008-06

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*Please sign and return this portion to signify that you have read and understand these directions. If you have any questions contact AL Singh.*

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NAME

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LICENSE #

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DATE