



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE



Number: G-2026-0003

Issue date: 22 July 2026

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

This is a Final AD with Request for Comments and is issued in accordance with the UK CAA Continuing Airworthiness Process. All interested persons may send their comments, referencing the AD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated in the Remarks section.

Design Approval Holder's Name:

IRVINGQ

Type/Model Designation(s):

Lightweight Search and Rescue Harness

Effective Date:	29 July 2026
Equipment Approval:	Not applicable
TCDS:	Not applicable
Foreign AD (if applicable):	Not applicable
Supersedure:	Not applicable

ATA: 95 – Crew Safety – Crewman Restraint – Inspection

Manufacturer(s):

IRVINGQ Limited

Applicability:

This AD applies to the following two higher harness assembly part numbers which are used in emergency rescue operations on multiple aircraft types.

Part Number	Item	MSN
MRIIGQ2779	Harness Lightweight Assembly Kit	N/A
MRIASE2494	Harness Lightweight Assembly Kit	N/A

Definitions:

For the purpose of this AD, the following definitions apply:

CRR: Crewman Restraint Release Assembly.

SB: IRVINGQ Service Bulletin, IGQSB044 Issue 1.

Affected Parts: Harness Lightweight Assembly Kit, Part Numbers MRIIGQ2779 or MRIASE2494.

Reason:

The IRVINGQ Lightweight Search and Rescue harness, which incorporates the Tail Crewman Restraint Release (CRR) Assembly and the Loop Securing Assembly, operates a quick release system which allows the wearer of the harness to disconnect the tether in an emergency.

It has recently become evident that the incorrect position of the Bartack on the Loop Securing Assembly, when rigged, may cause interference with the 3-ring system which could result in the user being unable to disconnect from the aircraft in an emergency.

This condition, if allowed to exist, may cause harm to the user and is deemed to be an unsafe condition.

To address this potential unsafe condition IRVINGQ have issued the SB providing instructions for the Inspection of the CRR for correct assembly.

This AD assumes that affected harnesses are installed onto aircraft as part of a kit. As each individual harness is not individually identified (e.g. via a serial number), the demonstration of accomplishment of this AD should be actioned against the aircraft.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

- (1) Within 15 flight hours or 7 days after the effective date of this AD, whichever occurs first, inspect the affected part in accordance with the instructions of the SB as follows.
 - (1.1) Carry out the inspection as described in section 2 of the SB.
 - (1.2) If required, perform rectification action as per section 2.4 of the SB.
- (2) From the effective date of this AD, it is allowed to install or use an affected part on an aircraft, provided that before release to service of the helicopter after installation, the affected part is inspected and, depending on findings, corrected in accordance with the instructions of the SB.

Restriction for use of IRVINGQ Harness Maintenance Manual

From the effective date of this AD do not use IRVINGQ Harness Maintenance Manual M1063 Issue 10 or earlier.

Reference Publications:

IRVINGQ Service Bulletin, IGQSB044 Issue 1.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. Based on the required actions and the compliance time, the CAA have decided to issue a Final AD with a request for comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in Remark 4, prior to 24 August 2026. A Comment Response Document will be published against the AD on the CAA AD web page if comments are received prior to the date given.
2. If requested and appropriately substantiated, the CAA can approve Alternative Methods of Compliance for this AD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety

reporting system [Occurrence reporting | Civil Aviation Authority](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. Enquiries regarding this Airworthiness Directive should be referred to:
Continued.Airworthiness@caa.co.uk.
5. For any questions concerning the technical content of the requirements in this AD, please contact:
Quality and Compliance Manager, IRVINGQ Limited, Llangeinor, Bridgend, CF32 8PL.
Email: PJones@irvingq.com