CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-08

Effective date 28 August 2025

These Airworthiness Directives are issued pursuant to sections 429(1) and 429(2) of the Civil Aviation Act 2023 and according to the procedures in Civil Aviation Rule Part 39. Holders of New Zealand certificates of registration for aircraft are required to comply with Civil Aviation Rule 39.53.

Airworthiness Directive Schedule

List of New or Revised ADs

Amendment Nr 25-08
28 August 2025

AD Schedule	AD Number	AD Title	Eff Date
Seats and Harnesses	FAA AD 2025-16-09	Rotary Buckle Assembly - Inspection	22-Sep-25
Brakes and Wheels	Brazilian AD 2025-08-01R1	Wheel and Brake Assemblies - Inspection	28-Aug-25
Airbus Helicopters EC 135 Series	EASA AD 2013-0289-E	Cancelled – EASA AD 2025-0174 refers	28-Aug-25
Airbus Helicopters EC 135 Series	EASA AD 2025-0174	Rear Structure / Ring Frame – Inspection	28-Aug-25
Balloons - PRV Adaptor CB8426	UK CAA AD G-2025-0001R1-E	Cancelled – UK CAA AD G-2025-0004-E refers	28-Aug-25
Balloons - PRV Adaptor CB8426	UK CAA AD G-2025-0004-E	Pressure Relief Valves (PRV) Adaptor CB8426 – Inspection	28-Aug-25
De Havilland DHC-3 (Otter)	FAA AD 2022-23-08	Cancelled – Purpose fulfilled	28-Aug-25
Hiller UH-12C and UH-12E	FAA AD 2025-15-02	Main Rotor Transmission Drive Shaft – Inspection	24-Sep-25
Pilatus PC-12 Series	EASA AD 2025-0182	Emergency Exit / Passenger Service Unit Trim Panel - Inspection	8-Sep-25

State of Design Airworthiness Directives

Hyperlinks to all the various National Airworthiness Authorities (NAA) and State of Design home pages are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz

These hyperlinks will take you to a particular State of Design AD home page. There you can search for the aircraft type, or the specific AD you are looking for.

ic AD you are looking for.

The hyperlinks in the AD Schedules will only take you to the State of Design AD home page. We do not provide links to individual ADs, because these change too often to keep current.

If you are having difficulty obtaining a particular AD, send a request to the CAA at: airworthinessdirectives@caa.govt.nz

Note:

Airworthiness Directive Schedule Amendment Nr. 25-09 is scheduled for issue on Thursday 25 September 2025.

Notes on New and Revised Airworthiness Directives

Seats and Harnesses FAA AD 2025-16-09 Rotary Buckle Assembly - Inspection

FAA AD 2025-16-09 is applicable to aeroplanes with restraint systems fitted with a Pacific Scientific Company rotary buckle assembly (buckle) P/N 1111475 (all dash numbers), or P/N 1111548-01 having a date of manufacture (DOM) between January 2012 and April 2013 inclusive, or an unknown DOM.

The buckle may be included as a component of a different P/N restraint system assembly.

Affected buckles may also be installed on helicopters. Refer to FAA AD 2024-20-04 listed in the Helicopters – General AD schedule applicable to general equipment, components and parts installed on helicopters.

The AD is prompted by a report of a manufacturing defect in the screws used inside the buckle. This AD requires inspecting the buckle screws, and depending on the results, reidentifying the buckle, replacing the screws and reidentifying the buckle, or replacing the buckle. This AD also allows optionally prohibiting use of the seat until the actions required by this AD are accomplished. This AD also prohibits installing certain buckles on any aeroplane.

Airbus Helicopters EC 135 Series EASA AD 2025-0174 Rear Structure / Ring Frame – Inspection

The fuselage tail boom structure of the EC 135 type design is connected to the tail rotor “fenestron” housing by means of a ring frame, attached by two rivet rows. During a post flight check, the pilot detected a crack which ran along three rivets across the ring frame.

This condition, if not detected and corrected, would gradually reduce the structural integrity of the tail boom fenestron attachment, potentially resulting in detachment of the fenestron and consequent loss of the helicopter.

To address this potential unsafe condition, ECD issued ASB EC135-53A-029 to provide instructions for inspection, and Safety Information Notice 2636-S-53, and EASA issued AD 2023-0289-E to require repetitive visual inspections of the ring frame X9227 and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, an additional occurrence of a crack running along six rivets of the ring frame was reported on a helicopter. Consequently, AHD revised the ASB EC135-53A-029 (now at Revision 1), reducing the interval for the repetitive inspections, and providing instructions to modify the helicopters by installing the frame reinforcement. The ASB, as defined in this AD, is also applicable to EC135 P3 and EC135 T3 helicopters, as it has been determined that certain helicopters might be affected.

For the reason described above, this AD retains the requirements in superseded EASA AD 2013-0289-E, and expands the Applicability to EC135 P3 and EC135 T3 models, introduces a reduced interval for the repetitive inspection, and additionally requires modification of helicopters, which constitutes terminating action for the repetitive inspections.

Balloons UK CAA AD G-2025-0004-E Pressure Relief Valves (PRV) Adaptor CB8426 – Inspection

Three instances of failed CB8426 adaptors were reported in a 9 month period to Cameron Balloons Limited. Failed components presented with a crack located on the upper hex portion of the adaptor.

There are estimated to be approximately 2,000 adaptors in service.

In response Airworthiness Directive G-2025-0001-E was issued in relation to detecting failed CB8426 adaptors.

The consequence of a failed CB8426 adaptor is there will be an uncontrolled leak of LPG fuel.

The Airworthiness Directive required that the results of the inspections should be reported to Cameron Balloons Limited in the event of the discovery of cracking. As the cause of the failed CB8426 adaptors was not known at that stage, these required inspection reports would help determine the failure mechanism and the likelihood. Based on the results of these reports, further corrective action was envisaged.

Given that the unsafe condition addressed by that AD is likely due to a manufacturing or maintenance non-conformity problem, a reporting requirement is instrumental in ensuring that as much information as possible regarding the extent and nature of the non-conformity or breakdown can be gathered, especially where that data may not be available through other established means. This information is necessary to ensure that proper corrective action will be taken.

Airworthiness Directive G-2025-0001-E was revised to include the note under 'Required Action(s) and Compliance Time(s)' which clarified that the inspection can be accomplished by pilot-owners under the provisions as described in the note.

This replacement Airworthiness Directive retains the inspection-related requirements of G-2025-0001R1-E, as applied to CB8426 components, but as a result of information from an additional 10 failed components and metallurgical analysis, a replacement (CB7922) part has been produced. The fitting of a CB7922 component is terminating action for the visual inspections. The applicable, revised Cameron Service Bulletin; Revision 2 (July 2025); stipulated that any failed components must be replaced with CB7922 units before return to service. It also stipulates that all serviceable CB8426 components must be replaced by CB7922 units by the time of the next scheduled (periodic) PRV inspection. Finally, it stipulates that any CB8426 components that are not currently in use should be scrapped on rendered unserviceable.

De Havilland DHC-3 (Otter) FAA AD 2022-23-08 Cancelled – Purpose fulfilled

FAA AD 2022-23-08 required a visual inspection of the stabilizer actuator to confirm that the stabilizer actuator lock ring is present, correctly seated in the groove in the upper housing, and engaged in the clamp nut, applicable corrective actions, application of a torque seal, and sending the inspection results to the FAA.

Since the FAA issued AD 2022-23-08, Transport Canada, which is the aviation authority for Canada, issued Transport Canada AD CF-2024-46 which requires initial and repetitive inspections of the stabilizer actuator to confirm that the stabilizer actuator lock ring is present, correctly seated in the groove in the upper housing, and fully engaged in the clamp nut.

The Transport Canada AD also requires application of a witness mark (torque seal) and prohibits the installation of a stabilizer actuator that has not been inspected in accordance with the Transport Canada AD, or has not been marked.

If the lock ring is missing or incorrectly installed, the AD requires the rectification of the actuator in accordance with Viking Service Letter DHC3-SL-27-001, dated October 25, 2022, or replacement with a serviceable actuator, and prohibits the installation of affected parts.

FAA AD 2022-23-08 cancelled with the issued of Transport Canada AD CF-2024-46.

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 25-08 **AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS** **28 August 2025**

Schedule:	Date:
AD Schedule Cover Page	28 AUG 25
AD Schedule Revision Status	28 AUG 25
List of New or Revised ADs	28 AUG 25
Aeroplanes	
Aeroplanes General - Large (Greater than 5700kg MCTOW)	27 JUL 23
Aeroplanes General - Small (Up to 5700kg MCTOW)	29 JUN 23
Aero Commander 100 Series	24 JUN 21
Aerostar 600 and 601 Series	25 FEB 21
Air Tractor AT-402, AT-502 & AT-504 Series	29 APR 21
Air Tractor AT-602	29 APR 21
Airtourer Series (NZ Aerospace)	26 OCT 00
Alpha Aviation HR200 & R2000 Series	27 AUG 15
American Champion 7 and 8 Series	26 JUL 18
Auster & Beagle Series	26 JUL 12
Aviat A-1 Series (Husky)	27 AUG 20
BAC-167 Strikemaster	30 OCT 14
Beagle Aircraft B.121 Series 2	30 JUN 11
Beechcraft 17 Series	31 AUG 00
Beechcraft 18 Series	31 AUG 00
Beechcraft 23 & 24 Series	31 AUG 00
Beechcraft 33, 35 & 36 Series	19 DEC 19
Beechcraft 60 Series	22 FEB 01
Beechcraft 76 Series	29 APR 21
Beechcraft 77 Series	28 AUG 08
Beechcraft 90 Series	27 MAY 10
Beechcraft 58 & 95 Series	29 AUG 13
Beechcraft 99 Series	27 JUL 06
Beechcraft 200 Series	30 NOV 23
Beechcraft 300LW	24 FEB 22
Boeing-Stearman E75 & A75N1	28 AUG 08
Bolkow BO 208 C Junior	14 MAY 93
Bolkow BO 209 Monsun	28 AUG 08
British Aerospace Dove (DH 104)	19 FEB 93
British Aerospace Heron (DH 114)	19 FEB 93
Britten-Norman Islander BN2 Series	25 JUL 24
Cessna 120 Series	28 APR 22
Cessna 150/152 Series	29 SEP 11
Cessna 170 Series	30 JUN 11
Cessna 172 Series (includes R172)	29 OCT 20
Cessna 175 Series	28 JUL 16
Cessna 177 Series	23 FEB 23
Cessna 180 Series	26 NOV 20
Cessna 182 Series	26 NOV 20
Cessna 185 Series	26 NOV 20
Cessna 188 Series	27 AUG 20
Cessna 195 Series	28 NOV 13
Cessna 206 Series	29 OCT 20
Cessna 207 Series	29 OCT 20
Cessna 208 Series	25 MAR 21
Cessna 210 & 205 Series	23 FEB 23
Cessna 303 Series	30 JUN 11
Cessna 337 Series	27 JUL 17
Cessna 310 & 320 Series	29 SEP 16
Cessna 402 Series	31 MAY 18
Cessna 404 Series	29 NOV 07
Cessna 414 Series	24 FEB 00
Cessna 421 Series	31 MAY 18
Cessna 425 Series	27 APR 06
Cessna 441 Series	27 MAR 14
Cessna 500 Series	27 MAY 10
Cessna 501 Series	24 SEP 15
Cessna 510 Series	26 APR 18
Cessna 525 Series	26 SEP 24
Cessna 560 Series	27 MAY 10
Cirrus SR20 and SR22 Aircraft	19 DEC 24
De Havilland DH60 Series (Moth)	26 APR 18
De Havilland DH80 Series (Puss Moth)	26 MAR 09
De Havilland DH82 Series (Tiger Moth)	26 APR 18
De Havilland DH83 Series (Fox Moth)	26 APR 18
De Havilland DH89 Series (Dragon Rapide / Dominie)	28 OCT10
De Havilland DH94 Series (Moth Minor)	31 AUG 17
De Havilland DHC-1 Series (Chipmunk)	22 FEB 18
De Havilland DHC-2 Series (Beaver)	30 MAR 23
De Havilland DHC-3 Series (Otter)	28 AUG 25
Diamond DA 20 Series	28 FEB 08
Diamond DA 40 Series	31 JULY 25
Diamond DA 42 Series	19 DEC 24
Diamond DA 62 Series	18 JAN 24
Douglas DC3C-S1C3G	18 APR 19
Dornier Do 228 Series	27 SEP 07
Eagle X-TS & 150 Series	30 AUG 07
Embraer EMB-500	26 NOV 20
Embraer EMB-820 Series	25 FEB 21
Erco 415-D Series (Ercoupe)	31 JAN 13
Extra EA 300 Series	1 OCT 20
Fairchild SA227	25 JUNE 09
G-164 Ag-Cat Series	25 MAY 23
Gippsland GA200 Fatman	27 SEP 12
Gippsland GA8 Airvan	30 JAN 25
Grumman American AA-1 & AA-5 Series	29 JUL 21
Grumman G-44 Series	25 NOV 94
Gulfstream Aerospace G-IV Series	27 SEP 07
Gulfstream Aerospace GA-7	28 FEB 19
Harvard 2, 2A and 3 Series	26 SEP 13
Helio H-250 (Courier)	27 OCT 16
Jabiru Aeroplane Series	27 MAY 21
Kodiak 100	27 JULY 23
Lake LA-4, LA-4-200 & Model 250	28 SEP 17
Maule Series	30 JAN 25
Miles M38 Messenger	18 JUN 24
Mitsubishi MU-2B-26A/ -60 Series	28 JAN 21
Mitsubishi MU-2B-30 Series	25 JUN 20
Mooney M20 Series	23 FEB 23
Moravan Zlin Z-50	28 JUL 05
Moravan Zlin Z-137T	28 JUL 05
Nanchang CJ-6 Series	23 FEB 17
North American P-51 Series	30 MAY 13
Nomad N22 and N24 Series	21 APR 11
Pacific Aerospace CT/4 Series	29 APR 21
Pacific Aerospace FBA-2C Series	29 SEP 22
Pacific Aerospace Fletcher FU24 Series	28 JUL 16
Pacific Aerospace Cresco 08-600	30 APR 20
Pacific Aerospace 750XL	29 AUG 19
Percival Proctor Mk1	26 JUL 07
Percival Proctor Mk5	24 FEB 00
Pilatus PC-6 Series	29 APR 21
Pilatus PC-12 Series	28 AUG 25
Piper J3 Series	27 FEB 25
Piper PA-14 Series	27 FEB 25
Piper PA-18 Series	27 FEB 25
Piper PA-20 Series	27 FEB 25
Piper PA-22 Series	27 FEB 25
Piper PA-23 Series	27 JAN 22
Piper PA-24 Series	28 JUN 18
Piper PA-25 Series	30 JAN 25
Piper PA-28 Series	30 MAY 24
Piper PA-30 Series	28 JUN 18
Piper PA-31 Series	29 JUL 21
Piper PA-32 Series	28 JAN 21
Piper PA-34 Series	30 MAY 24
Piper PA-38 Series	27 OCT 11
Piper PA-39 Series	17 DEC 15
Piper PA-42 Series	27 OCT 11
Piper PA-44 Series	30 MAY 24
Piper PA-46 Series	21 DEC 23
Pitts S-1 & S-2 Series	26 SEP 19
PZL-M18 Dromander Series	25 SEP 03
PZL-104 Wilga 35 and 80	27 JUN 13
Reims F406 Series	31 JAN 19
Robin DR400 Series	18 JUN 24
Robin R1180 Series	22 FEB 18
Robin R3000 Series	27 NOV 14
Rockwell Commander 112 & 114 Series	24 JUN 21
Slingsby T67 Series	24 NOV 16
Rallye, MS880 and MS890 Series	27 APR 23
Socata TB9, TB10 and TB20 Series	31 JULY 25

Sud Aviation Gardan Horizon GY 80	18 DEC 08
Supermarine Spitfire	26 AUG 20
Taylorcraft BC12-D	26 AUG 20
Tecnam Aircraft	27 MAR 25
Thrush S2R Series	26 OCT 17
Transavia PL12 Series	23 DEC 94
Twin Commander 500/600 Series	30 MAY 13
Univair Stinson 108 Series	22 FEB 18
Vulcanair P68B, P68C and P68C-TC	26 OCT 23
Yakovlev/Aerostar Series	27 OCT 16
Yeoman YA-1 Series	25 OCT 12

Amateur Built

Amateur Built Aircraft	30 MAY 24

Ex-military & Vintage Factory Built Aircraft, not type certified

Ex-military and Vintage Factory Built Aircraft	21 DEC 23

Microlight

Microlight	23 FEB 23

Helicopters

Helicopter - General	28 NOV 24
Agusta Bell AB212	30 MAY 24
Airbus Helicopters SA 315 & SA 316	27 OCT 11
Airbus Helicopters AS 350	31 JULY 25
Airbus Helicopters AS 355	31 JULY 25
Airbus Helicopters EC 120	31 JULY 25
Airbus Helicopters EC 130	31 JULY 25
Airbus Helicopters EC 155 and SA 365	29 MAY 25
Airbus Helicopters Deutschland BO 105	26 JAN 23
Airbus Helicopters Deutschland EC 135	28 AUG 25
Airbus Helicopters Deutschland MBB-BK 117	31 JULY 25
Bell/Kawasaki-Bell 47 Series	25 JUN 09
Bell 205 Series	31 OCT 24
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24
Bell 212 Series	31 OCT 24
Bell 214 Series	26 JUN 14
Bell 222 Series	28 JUL 22
Bell 407 Series	29 MAY 25
Bell 412 Series	31 OCT 24
Bell 427 Series	24 APR 25
Bell 429 Series	19 JUNE 25
Bell 505 Series	31 JULY 25
Bell OH-58 Series	27 NOV 14
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24
Boeing Vertol 107-II	31 AUG 06
Brantly Aircraft B-2 Series	23 DEC 21
Enstrom F-28, 280 & 480 Series	27 SEP 18
Fairchild FH-1100 Series	30 NOV 06
Guimbal Cabri G2	28 MAR 24
Hiller UH-12C & UH-12E Series	28 AUG 25
Kaman K-1200 Kmax	24 FEB 11
Kawasaki BK117 Series	24 APR 25
Leonardo A109 and AW109 Series	31 JULY 25
Leonardo A119 and AW119 Series	31 JULY 25
Leonardo AW169	29 MAY 25
MD 369, Kawasaki/Hughes 369 & 500N	28 NOV 24
MD 600N	28 NOV 24
MD 900N	22 OCT 15
Robinson R22 Series	31 OCT 24
Robinson R44 Series	19 JUNE 25
Robinson R66 Series	29 FEB 24
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18
Sikorsky Aircraft S-55 Series	25 AUG 05
Sikorsky Aircraft S-76 Series	24 JUN 21

Gliders

Gliders General	25 NOV 21
DG Aviation -100 /-200 /-300 /-400 /-500 /-800 /-808 & /-1000 Series	27 MAR 25
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22
Diamond/Hoffmann H36 Dimona	30 JUN 11
Eiravion OY Pik 20 Series	11 JUN 93
Elliots Eon 463 Series	29 AUG 97
Glasflugel and HPH Glasflugel	28 OCT 21
Grob	31 JULY 25
KR-03A Puchatek	26 July 18
Lange E1 Antares	28 AUG 14
LET Blanik L-13 Series	31 AUG 17
M&D Gliders JS-MD Series	25 NOV 21
MBB Phoebus Series	11 JUN 93
PW-5 Smyk	26 JUL 18
PW-6U	26 JUL 18
Schempp-Hirth Series	31 JULY 25
Schleicher Series	28 JUL 22
Schneider ES52/II Kookaburra	29 OCT 09
Slingsby Series	22 FEB 18
Sportine Aviacija LAK-17 series	25 JUL 19
Start & Flug	28 AUG 98
Stemme S10 Series	31 AUG 22
SZD Series (Allstar PZL)	31 JAN 19
Technoflug Series	26 APR 02
Vliegtuigbouw NV Sagitta	11 JUN 93

Balloons

Balloons	28 AUG 25
Ultramagic Balloons	25 FEB 16

Engines

Austro E4 Series	26 SEP 24
Engines General – Reciprocating Engines	29 JUNE 23
Blackburn Cirrus	27 JUN 02
Continental 6-285-C Series	28 MAY 20
Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Continental 240 Series & RR O-240-A Series	28 MAY 20
Continental 300 Series	28 SEP 23
Continental 360 Series	28 SEP 23
Continental 470 Series	28 SEP 23
Continental 520 Series	28 SEP 23
Continental 550 Series	28 SEP 23
Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	19 DEC 24
De Havilland Gipsy	28 AUG 08
Franklin	30 OCT 03
GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
General Electric T-58 Series	25 MAR 04
Honeywell Int. LTS101 & T53 Series	30 JUN 22
Honeywell International T5508D	26 JUL 12
Honeywell International TFE731 Series	30 APR 09
Honeywell International TPE331 Series	29 NOV 18
Jabiru 2200 & 3300	27 SEP 12
Kinner R-55 (R-540-1)	29 NOV 07
Limbach Engines	29 JUL 10
Lycoming Engines - FAA TC E-223	28 NOV 24
Lycoming Engines - FAA TC E-229	28 FEB 19
Lycoming Engines - FAA TC 1E12	28 NOV 24
Lycoming Engines - FAA TC E-274	28 NOV 24
Lycoming Engines - FAA TC 1E13	28 NOV 24
Lycoming Engines - FAA TC E-279	28 NOV 24
Lycoming Engines - FAA TC 1E10	28 NOV 24
Lycoming Engines - FAA TC E-286	28 NOV 24
Lycoming Engines - FAA TC 1E1	28 NOV 24
Lycoming Engines - FAA TC E26EA	28 NOV 24
Lycoming Engines - FAA TC E16EA	28 NOV 24
Lycoming Engines - FAA TC E-275	28 FEB 19
Lycoming Engines - FAA TC 1E4	28 NOV 24
Lycoming Engines - FAA TC 1E7	28 FEB 19
Lycoming Engines - FAA TC E14EA	28 NOV 24
Lycoming Engines - FAA TC E-295	28 NOV 24
Lycoming Engines - FAA TC E-304	28 NOV 24
Lycoming Engines - FAA TC 1E15	28 FEB 19
Lycoming Engines - FAA TC 108	27 AUG 15
Lycoming Engines - FAA TC E00004NY	28 NOV 24
Lycoming Engines - FAA TC E00006NY	28 NOV 24
Mikron III Series	28 JAN 16
Pratt & Whitney Piston Series	23 FEB 23
Pratt & Whitney JT8D Series	27 OCT 95
Pratt & Whitney JT15D Series	30 JUN 22

Pratt & Whitney PT6 Series	26 SEP 24
Pratt & Whitney PW206 and PW207 Series	30 AUG 12
Pratt & Whitney PW210 Series	29 MAY 25
Pratt & Whitney PW615 Series	25 FEB 10
Pratt & Whitney PW617F Series	26 NOV 20
Rolls-Royce 250 Series	26 MAY 22
Rolls-Royce Avon Series	28 JUN 18
Rolls-Royce Deutschland Tay	25 MAR 04
Rolls-Royce Merlin & Packard Merlin	28 MAY 20
Rolls-Royce Viper MK522	31 AUG 17
Rolls-Royce Viper MK535	30 OCT 14
Rotax Engines	27 FEB 25
Safran Helicopter Engines – Arriel 1 Series	27 MAR 25
Safran Helicopter Engines – Arriel 2 Series	24 APR 25
Safran Helicopter Engines – Arrius 1A Series	28 AUG 24
Safran Helicopter Engines – Arrius 2B1, 2B2 & 2K1 Series	31 OCT 24
Safran Helicopter Engines – Arrius 2F & 2R Series	27 MAR 25
Safran Helicopter Engines – Artouste III	27 OCT 16
Solo 2350 Series	26 MAY 22
Solo 2625 Series	26 MAR 20
Superior Air Parts Engines	17 DEC 20
Technify Motors (previously Thielert)	25 JAN 18
Vedeneyev M-14, Ivchenko AI-14 & Housai HS-6 Series	18 APR 19
Williams International FJ44 Series	31 OCT 24

Propellers & Prop Governors

Propellers General AD Supplements (NZCAR III A6-3)	JUL 54
(NZCAR III A6-4)	JUL 54
Dowty Rotol Series	29 AUG 13
DUC Hélices H-FLR2 (FLAIR-2) Series	28 JUN 18
Fairey-Reed Series AD Supplements (NZCAR III A6-2)	AUG 64
Hamilton Standard Series	29 SEP 16
Hartzell Series	27 MAY 21
Hoffman Series	28 APR 22
McCauley Series	1 OCT 20
MT Propeller Series	28 JUL 22
Ontic Propeller Governors	29 JUL 10
PZL – Warszawa Series	25 SEP 03
Sensenich Series	26 JUL 07
Tarver F200	26 NOV 09
Woodward Propeller Governors	31 JULY 25

Components & Equipment

Aircraft Seats & Harnesses	28 AUG 25
Avionics (previously Radio Communication & Navigation Equipment)	29 MAY 25
Brakes and Wheels	28 AUG 25
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	29 SEP 22
Fuel System Equipment	20 JAN 95
Instruments and Automatic Pilots	25 JUL 24
Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Components & Equipment

Aircraft Seats and Harnesses

28 August 2025

Notes:

1. This AD schedule is applicable to aircraft seats and harnesses installed on aircraft.
2. This AD schedule includes those foreign National Airworthiness Authority (NAA) ADs applicable to seats and harnesses installed on aircraft. NAA ADs can be obtained directly from the applicable NAA website.

   Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/SEAT/1 Aircraft Seats - Removal

Applicability: TECO Model 603 seats.

Requirement: Remove from service all TECO Model 603 seats.

Compliance: By 31 March 1969

Effective Date: 31 March 1968

DCA/SEAT/2 Eon Safety Belt - Modification

Applicability: Safety Belts model E2900 manufactured by Eon Corp., Los Angeles, California, USA and used on but not limited to Schweizer (Hughes) 269 series helicopters.

Requirement: To safeguard against inadvertent release, Eon Corp. safety belts model E2900 with series E8000 buckle shall, unless withdrawn from service and replaced with approved alternative safety belts, be modified in accordance with Dalhoff and King modification RAL 480 or approved equivalent.

Compliance: Not later than next 50 hours TIS or by 30 November 1977, whichever occurs first.

Effective Date: 11 October 1977

DCA/SEAT/3 Safety Belt Assembly - Removal

Applicability: 1. Indiana Mills and Manufacturing Inc. model IMM 111040-1, -2, -3, -4 and -8 safety belt assemblies, installed in but not limited to, Gulfstream American Corp. (formerly Grumman American Aviation Corp.) model AA-1B, AA-1C, AA-5, AA-5A and AA-5B.

2. Hamill Manufacturing Co. model GA-4 and GA-5 safety belt assemblies.

Requirement: The safety belts concerned are to be removed from service being no longer considered to meet the standards prescribed by FAA TSO-C22F and the approved special criteria for push-button release mechanisms, which requires push-button release force to be between 2.5 and 8 pounds, when using loading conditions specified in FAA TSO.

(FAA AD 79-16-02 and 80-05-02 refer)

Compliance: 30 August 1980

Effective Date: 18 April 1980

DCA/SEAT/4 Safety Belt - Modification

Applicability: Eon model E2900 and E8000 seat belts and harnesses.

Requirement: To prevent inadvertent opening and/or false latching, remove from service assemblies with bullet shaped latch or open-ended buckle cover as shown in Eon Corporation SB 1 and replace with components of improved design.

(FAA AD 80-05-04 refers)

Compliance: By 30 July 1980

Effective Date: 20 June 1980

DCA/SEAT/5 Safety Belt - Modification

Applicability: Securaiglon (ex L'Aiglon) safety belts with buckle type 343, 343A, 343B or 343C not incorporating Mod. 5-18 (as identified in TRW SB 01). Belts installed in, but not limited, to Aerospatiale AS 350.

Requirement: To prevent possible failure to release, modify per TRW SB 01.

(Aerospatiale SB 01-11 and BV AD 84-73(A-B) refers)

Compliance: By 28 February 1985

Effective Date: 31 August 1984

DCA/SEAT/6 Safety Belt Assemblies - Removal

Applicability: All Eon Corporation TSO C22 safety belt assemblies incorporating E6000 buckles.

Requirement: To prevent inadvertent opening of safety belt assemblies accomplish the following:

1. Inspect all Eon Corporation TSO C22 safety belt assemblies for incorporation of E6000 buckles.

2. Remove from service all safety belt assemblies with E6000 buckles and replace with approved safety belt assemblies. Removed belts, if not destroyed, must have the TSO approval markings either permanently obliterated or removed.

Note: Buckle assembly concerned has a front cover plate which is pivoted at one end and is pulled through an arc at the other end to release the latch from the buckle. The E6000 buckle can be identified by the type of catch used. Figure 1 (following) shows the catch configuration and its location within the buckle assembly.

(FAA AD 87-04-19 refers)

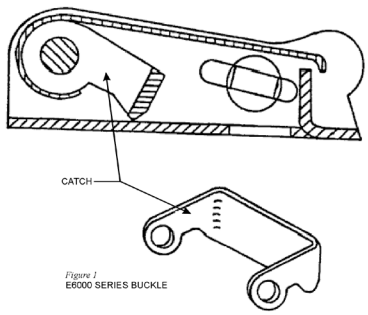


Figure 1
E6000 SERIES BUCKLE

Compliance: By 30 June 1987

Effective Date: 22 May 1987

DCA/SEAT/7 Safety Belt Assemblies - Inspection

Applicability: All Pacific Scientific TSO C22F lap belt assemblies P/N 1107177 (all dash numbers) manufactured between 1 September 1984 and 1 January 1986.

Requirement: To eliminate belt assemblies with belt retractor shafts which do not provide adequate strength, accomplish the following:

Inspect affected assemblies to determine if they have P/N 1106294-01 retractor shafts made from the correct material. This is achieved by visually inspecting the end of the shaft. If the colour is gold anodise, the shaft is acceptable. If the colour is dull battleship grey anodise, the shaft must be replaced with a part of the correct colour before further flight.

(FAA AD 87-20-05 refers)

Compliance: By 30 June 1988

Effective Date: 18 March 1988

DCA/SEAT/8 Safety Belt Assemblies - Inspection

Applicability: All Davis Aircraft Products Co. Inc. safety belts which incorporate black "Ultem" plastic latch-cover with 90° type pull-release mechanism and have P/N's detailed in Davis Aircraft Products SB No. 1.

Requirement: To prevent difficulty in releasing latch,or possibility of becoming completely jammed when actuated through 90°, inspect per Davis Aircraft Products SB No. 1.

Remove all with affected P/N's and replace with an approved safety belt assembly before further flight.

(FAA AD 89-09-02 refers)

Compliance: Within next 100 flights.

Effective Date: 11 August 1989

DCA/SEAT/9 Safety Belt Assemblies - Replacement

Applicability Pacific Scientific lap belt assemblies and restraint systems, as listed in Pacific Scientific SB 1108435-25-01 and 1108460-25-01.

Requirement: To prevent the inability of passengers and crew to egress from their seats during an emergency accomplish the following:

Remove the lap belt assemblies and restraint systems and replace them with new design assemblies per Pacific Scientific SB 1108435-25-01 or SB 1108460-25-01 as applicable.

(FAA AD 94-21-06 refers)

Compliance: By 20 April 1995

Effective Date: 20 January 1995

DCA/SEAT/10 Aircraft Belts Inc – Inspection and Replacement

Applicability: Aircraft Belts Inc model CS, CT, FM, FN, GK, GL, JD, JE, JT, JU, MD, ME, MM, MN, NB, PM, PN, RG, and RH restraint systems installed on, but not limited to, Beech, Bell, Cessna, Eurocopter, Gulfstream, and Piper aircraft.

Note: The P/N of the seat restraint system is on the identification label located on each end of the restraint system near the anchor point (Example: P/N MD A2626-E010). The model is designated by the first two letters of the P/N.

Requirement: To prevent failure of the seat restraint system due to the buckle assembly locking mechanism not engaging properly, which could result in the restraint system failing to properly secure the occupant during turbulence or landing, accomplish the following:

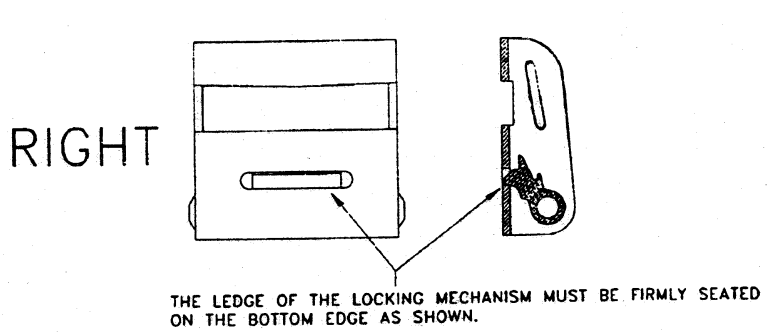
Visually inspect all affected seat restraint systems to determine if the locking mechanism is engaging properly per the following:

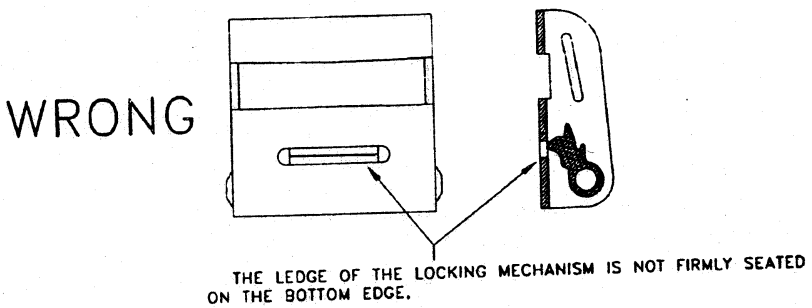
Open the lift lever of the buckle fully until it will not open any further. This will cause the locking mechanism to pivot on the pivot pin.

Allow the spring to close the lift lever slowly until the lift lever is back to its at-rest position.

After the lever is completely closed, examine the slot in the bottom of the buckle. The locking mechanism should be firmly seated against the edge of the slot as shown in Figure 1.

If the locking mechanism does not seat properly, replace the buckle with an airworthy buckle.





(FAA AD 98-25-10 refers)

Compliance: By 15 February 1999

Effective Date: 15 January 1999

DCA/SEAT/11B Type 343 Safety Belts – Inspection

Applicability: All Type 343 safety belts, Type 343 safety belt extensions and all torso restraint systems that incorporate a Type 343 buckle, manufactured by Anjou Aeronautique, Formerly TRW Repa SA, formerly L'Aiglon.

Note 1: Manufacturer may not have identified equipment with S/Ns.
P/N is stamped on buckle and could be any one of the following:

ANJOU AERONAUTIQUE, or
TRW Repa S.A, or,
L'AIGLON,
TYPE 343; 343M, 343AM, 343B, 343BM, 343C, 343CM, or 343D.

Requirement: To ensure security of buckle, inspect buckle spring per paragraph B of SB ANJOU AERONAUTIQUE 343-25-02.

Note 2: French airworthiness directive DGAC 2002-105 (AB) limits the life to 5 calendar years. While this is not a requirement per this AD, frequent inspections of the buckle spring are recommended.

Compliance: Inspect within six months and thereafter at intervals not to exceed 12 months.

Effective Date: DCA/SEAT/11A - 30 May 2002
DCA/SEAT/11B - 29 August 2002

DCA/SEAT/12A Cancelled – FAA AD 2021-07-13 refers

Note: DCA/SEAT/12A (EASA AD 2007-0256 refers) is cancelled by EASA AD Cancellation Notice 2007-0256-CN issued 11 May 2021.
Since EASA issued AD 2007-0256, the FAA issued AD 2021-07-13.
The FAA AD was prompted by EASA AD 2007-0256, which was not a 'State of Design' AD for US designed and manufactured parts.
EASA has now adopted FAA AD 2021-07-13, being the 'State of Design' AD for the affected parts, and cancelled EASA AD 2007-0256.
The FAA AD applies to the same Pacific Scientific Company P/N (all dash numbers) rotary buckle assemblies, irrespective of manufacturing date, or P/N restraint system, or the aircraft type they are installed on.

Effective Date: 11 May 2021

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 Links to state of design airworthiness directives | aviation.govt.nz
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.

EASA AD 2013-0020R4 (Correction) Safety Belts and Torso Restraint Systems – Inspection

Note 1: EASA AD 2013-0020R4 revised to clarify EPA markings in the applicability section of the AD, introduce Pacific Scientific SIL 25-0303D dated 10 September 2013, and correct Appendix 1. No action required for those aircraft already in compliance with EASA AD 2013-0020 or previous revisions.

Note 2: For aircraft with a MCTOW in excess of 5700 kg the CAA revised CAR Part 39.51(a)(2) on 1 March 2007 to require compliance with every applicable AD issued by the State of Design of the aircraft, and every applicable AD issued by the State of Design of an aeronautical product that is used on the aircraft. CAR Part 39.51(a)(1) also requires compliance with every applicable airworthiness directive issued by the Director in accordance with section 72I(3A) of the Act.

Affected safety belts and torso restraint systems are found on certain aircraft type required to be fitted with dynamically tested seats in accordance with the aircraft type certification basis. Affected safety belts and torso restaint systems are certified to CS/JAR/FAR 23.562, 25.562, 27.562 or 29.562, or have been certificated under TSO C127a. These seats and seat belts can only be repaired in accordance with instructions for continuing airworthiness issued by the aircraft manufacturer or the seat TSO holder.

This AD is only applicable to aircraft fitted with dynamically tested seats required in accordance with the aircraft type certification basis, or aircraft fitted with dynamically tested seats as a production upgrade or a retrofit, and if the safety belts have been repaired or maintained since 28 September 2003 by an overseas maintenance organisation or repair station.

This AD requires a review of the aircraft records, and/or an inspection of the markings on the safety belt labels to determine if they have been repaired or maintained since 28 September 2003 by an overseas maintenance organisation or repair station.

If the safety belt has not been repaired since 28 September 2003, then no further action is required.

If the safety belt has been repaired since 28 September 2003 under a New Zealand STC approval, then no further action is required.

If the safety belt has been repaired or maintained since 28 September 2003 by an overseas maintenance organisation, then determine whether the maintenance organisation is authorised by the design approval holder. The AD provides information on how to determine this.

If the safety belt has been maintained or repaired by an overseas maintenance organisation or repair station not authorised by the design approval holder, then replace the safety belts in accordance with the instructions in the AD.

Effective Date: EASA AD 2013-0020R3 - 28 March 2014
EASA AD 2013-0020R4 - 11 July 2014
EASA AD 2013-0020R4 - 11 July 2014 (Correction: 5 September 2014)

UK MPD 2013-005-E Cancelled – Refer Ex-military AD Schedule

Effective Date: 2 October 2014

EASA AD 2014-0279 Restraint System Rotary Buckle Sub-assembly – Inspection

Applicability: Romtex Anjou Aeronautique model 358 torso restraint systems.

These restraint systems are known to be installed on, but not limited to, Airbus Helicopters EC130 T2, AS 350 B2 and B3 helicopters.

Effective Date: 2 January 2015

DCA/SEAT/13 Cancelled – DCA/HELI/5 Refers

Effective Date: 29 July 2016

EASA AD 2016-0210 Seat Energy Absorber Assembly – Inspection

Applicability: Attendant Seats NG and Pilot Seats 120/335, all P/N and S/N listed in Appendix I of EASA AD 2016-0210.

These seats are known to be installed on, but not limited to, Leonardo (formerly Finmeccanica, AgustaWestland, Agusta) A109, AW109SP and AW169 helicopters.

Effective Date: 7 November 2016

UK CAA AD 002-12-2001R2 Sutton Safety Harnesses – Inspection and Life Limitation

Applicability: Aircraft fitted with Sutton harnesses.

Note 1: This AD is applicable to aircraft types fitted with Sutton harnesses not covered by UK CAA AD No. 007–03–99 and British Aerospace Technical News Sheet (TNS) No. 33.

Requirement: To prevent safety harness failure, inspect Sutton harnesses for evidence of broken stitches, cuts and tears, chafing, signs of contamination due to acid, oil, grease or water, and deterioration due to sunlight.

If any signs of degradation are found the harness is to be replaced before further flight.

An installed life of 9 years from the initial date of fitment is introduced for Sutton harnesses. If it is not possible to determine from the aircraft technical records the date of initial fitment of the Sutton harnesses, they are to be replaced at the next Review of Airworthiness (RA).

(UK CAA AD 007-03-99 and UK CAA MPD 2001-012R2 also refer)

Note 2: For De Havilland DH60, DH60G, DH60M, DH60X, DH82, DH82A, Queen Bee, DH83 and DH94 aircraft fitted with Sutton safety harness installations, refer to UK CAA AD No. 007–03–99, which mandates British Aerospace Mandatory Technical News Sheet (TNS) No. 33 issue 2, dated 21 March 2002, or later revision.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished, and thereafter at every annual inspection.

Effective Date: 31 August 2017

EASA AD 2017-0225 Seat Restraint Systems – Inspection

Applicability: Schroth Safety Products seat restraint systems P/N 4-01-( ), P/N 4-02-( ), P/N 4-03-( ), P/N 4-04-( ), P/N 1-09-043201BCR, P/N 1-09-483D01 and P/N 510100-01 REVA, all dash numbers, all S/N fitted with a buckle type listed in Appendix 1 of EASA AD 2017-0225.

These seat restraint systems are known to be installed on, but not limited to, GROB Aircraft AG G 115 and G 120 series aeroplanes; GROB Aircraft AG G 109B, DG-Flugzeugbau DG-300, DG-500 and DG-1000 series, Schleicher ASK21, Zakłady Lotnicze Marganski MDM-1 Fox and Swift S-1, Pilatus Aircraft Ltd. B4-PC11 and E.I.S. AIRCRAFT GmbH (formerly Fournier) RF-5 gliders and powered gliders.

Effective Date: 1 December 2017

EASA AD 2018-0195 Restraint System Rotary Buckle – Removal from Service

Applicability: Anjou Aeronautique (formerly Romtex Anjou Aeronautique, Securaiglon) Torso Restraint System model 358 with P/N 358XX XXX-XX-XXX (where XX XXX-XX-XXX can be any combination of numbers and/or letters), S/N 738 through to 1619 inclusive.

These torso restraint systems are known to be installed on, but not limited to, Airbus Helicopters AS 350 B2, AS 350 B3 and EC130 T2 helicopters.

Effective Date: 27 September 2018

EASA AD 2018-0223 Seat Energy Absorber Assembly – Modification

Applicability: Common Seats 170/260 H160 with a P/N and S/N as identified in Annex A of B/E Aerospace Fischer Service Bulletin SB0718-004 Ausgabe (Issue) A, dated 26 June 2018, or later approved revision.

These seats are known to be installed on, but not limited to, Airbus Helicopters (formerly Airbus Helicopters Deutschland GmbH, Eurocopter Deutschland GmbH, Eurocopter España S.A.) EC135 and EC635 helicopters; Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale) AS 332 L1 and EC 225 LP.

Effective Date: 31 October 2018

FAA AD 2021-07-13 Cancelled – FAA AD 2024-26-02 refers

Effective Date: 7 March 2025

EASA AD 2021-0137 Pilot and Co-pilot Seats – Inspection

Applicability: Safran 191 series pilot seats with P/N 19101-00-00.

Safran 191 series co-pilot seats with P/N 19102-00-00.

These seats are known to be installed on, but not limited to, COMAC ARJ21-700 aeroplanes.

Note: The seat manufacturer is SAFRAN Seats, (previously Zodiac Seats France, SICMA Aero Seat).

Effective Date: 24 June 2021

UK CAA AD G-2022-0011 Pilot and Co-pilot Seats – Inspection

Applicability: Ipeco Holdings Limited, (previously Ipeco Europe Limited) Type 3A063 pilot and co-pilot seats, identified by P/N in Appendix 1 of UK CAA AD G-2022-0011, all S/N.

These seats are known to be installed on, but not limited to, ATR-GIE Avions de Transport Régional ATR 42 and ATR 72 aeroplanes.

Effective Date: 30 June 2022

FAA AD 2024-26-02 Pacific Scientific Company Rotary Buckle Assemblies – Inspection

Applicability: All aeroplanes and helicopters fitted with a restraint system with a Pacific Scientific Company plastic rotary buckle assembly (buckle) P/N 1111430, or P/N 1111475 (all dash numbers) with a date of manufacture on, or before May 31, 2007, or an unknown date of manufacture, except those buckles repaired with the installation of an airworthy buckle handle after May 31, 2007, and marked with a BLUE logo on the centre button.

Note: Information about the location of the date of manufacture can be found in Meggitt Service Information Letter SIL Restraint-25-002-2023, dated September 25, 2023. This AD does not apply to buckles made of metal, or to buckles with a BLUE logo on the centre button.

The buckles identified in paragraph (c)(1) of FAA AD 2024-26-02 may be installed on, but not limited to: The Boeing Company, Bombardier Inc., Learjet Inc., Mitsubishi Heavy Industries, Ltd., Textron Aviation, Inc. (type certificate (TC) previously held by Cessna Aircraft Company), and Viking Air Limited (TC previously held by de Havilland, Inc.) model aeroplanes and Airbus Helicopters (TC previously held by Eurocopter France) model helicopters.

Effective Date: 7 March 2025

*** FAA AD 2025-16-09 Rotary Buckle Assembly - Inspection**

Applicability: Aeroplanes with restraint systems fitted with a Pacific Scientific Company rotary buckle assembly (buckle) P/N 1111475 (all dash numbers), or P/N 1111548-01 having a date of manufacture (DOM) between January 2012 and April 2013 inclusive, or an unknown DOM.

Note 1: The buckle may be included as a component of a different P/N restraint system assembly.

Note 2: Affected buckles may also be installed on helicopters. Refer to FAA AD 2024-20-04 listed in the Helicopters – General AD schedule applicable to general equipment, components and parts installed on helicopters.

Effective Date: 22 September 2025

Airworthiness Directive Schedule

Components & Equipment

Brakes & Wheels

28 August 2025

Notes:

1. This AD schedule is applicable to brakes and wheels installed on aircraft.
2. This AD schedule includes those foreign National Airworthiness Authority (NAA) ADs applicable to seats and harnesses installed on aircraft. NAA ADs can be obtained directly from the applicable NAA website.

   Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/BRAKE/1 Cleveland 6.00-6 Wheel/Brake Assembly - Inspection

Applicability: All wheel brake assemblies P/N 3080C/37-200A (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: To prevent failure of the brake due to separation of the brake disc assembly P/N 164-32, at the weld area, accomplish the following:

Remove wheel assembly, P/N 3080C from the aircraft and inspect the brake disc assembly P/N 164-32, for cracks in the weld attaching the disc to the cup, using a glass of at least 10 power.
(NZCAR III A8-21 previously referred. FAA AD 71-6-8 also refers)

Compliance: Within the next 25 hours TIS and thereafter at intervals not exceeding 50 hours TIS. The inspection may be discontinued following compliance with DCA/BRAKE/2

Effective Date: 31 August 1971

DCA/BRAKE/2 Cleveland 6.00-6 Wheel/Brake Assembly - Modification

Applicability: All wheel brake assemblies P/N 3080C/37-200A (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: Replace brake disc P/N 164-32 with one piece brake disc P/N 164-32F, or if disc 164-32F is not available when replacement is necessary, replace with disc P/N 164-32 manufactured after 23 May 1969.
(NZCAR III A8-21 previously referred. FAA AD 71-6-8 also refers)

Compliance: By 31 December 1975

DCA/BRAKE/3 Cleveland Heavy Duty Brake Disc - Inspection

Applicability: All heavy duty brake discs P/N 164-32F (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: An inspection is required of brake disc P/N 164-32F for small heat checks which can be expected to develop during normal service operations. Inspect as follows:

Visually inspect both wearing surfaces of brake disc P/N 164-32F for heat checks or cracks. Heat checks are superficial surface cracks and are not detrimental unless the crack length exceeds .800" or depth exceeds .340", in which case the disc shall be replaced. If unable to determine crack depth replace the disc if length of crack exceeds .400".
(NZCAR III A8-23 previously referred)

Compliance: Within the next 50 hours TIS unless already accomplished and thereafter at intervals not exceeding 50 hours TIS

DCA/BRAKE/4 Goodyear Main Wheel Assemblies - Inspection

Applicability: Goodyear main wheel assemblies P/Ns 5000757-1 and -2 used on but not limited to McDonnell Douglas DC-10-30 and DC-10-40 series aircraft

Requirement: To prevent failures of the MS 21250-10060 bolts attaching the wheel halves, accomplish the following:

Perform magnetic-particle inspection for cracks of all wheel-half attaching bolts, paying particular attention to the radius under the bolt head and to the threads. Replace cracked bolts and those having stripped, crossed or damaged threads. No reworking of wheel bolts is permitted. Defective bolts shall be scrapped (FAA AD 75-05-05 also refers)

Compliance: 1. At the next tyre change or wheel re-assembly unless already accomplished, and thereafter at each tyre change or wheel re-assembly or during replacement of any wheel half attaching bolts in a tyre/wheel assembly.

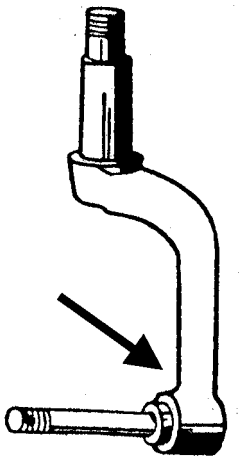
2. New wheels or spare wheel assemblies with previously magnetic-particle inspected bolts are exempt only from the initial inspection.

Effective Date: 1 May 1975

NZCAR, Part III Leaflets A8-21 and A8-23 are hereby cancelled

DCA/BRAKE/5 Tailwheel Fork - Inspection

Applicability: Maule model SFS single arm fork tailwheel assemblies with a solid tyre. These tailwheel assemblies may be installed on, but not limited to Pitts S-1 and S-2 series aircraft.



Requirement: To prevent fatigue failure of the tailwheel fork, remove the wheel from the axle and perform a dye-penetrant inspection of the fork for cracks. Particular attention is required in the area indicated. Replace any forks found cracked before further flight.

Compliance: By 31 March 2002. Thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever is the sooner.

Effective Date: 28 February 2002

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: Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aeroplanes or aeronautical product in NZ, they will be added to the list below.

*** Brazilian AD 2025-08-01R1 Wheel and Brake Assemblies - Inspection**

Applicability: Aeroplane models listed in Table 1 of Brazilian AD 2025-08-01R1 fitted with wheel hubs, brake discs, brake actuators, or brake assemblies manufactured by H8 ALS Indústria Aeronáutica LTDA (formerly ALS Indústria Aeronáutica LTDA), with CNPJ 03.619.857/0001-82, with a manufacturing date after 9 October 2003.

Affected parts can be installed on, but not limited to:

- Cessna 150, 172, 175, 177, 180, 182, 185, 188, 205, 206, 207, 210, 305, 336, 337, 401, 402, and 411 series aeroplanes, and
- Embraer EMB-820 series aeroplanes, and
- Piper PA-18, Piper PA-22, Piper PA-23, Piper PA-24, Piper PA-28, Piper PA-30, Piper PA-31, Piper PA-32, Piper PA-34 and Piper PA-44 series aeroplanes.

Note 1: In Brazil, a **CNPJ** (Cadastro Nacional da Pessoa Jurídica) is the official registration number assigned to companies. It's a unique identifier issued by the Brazilian government and used to recognise a business for tax and legal purposes.

Note 2: Brazilian AD 2025-08-01R1 can be obtained on the CAA website at: Documents incorporated by reference in AD schedules | aviation.govt.nz

Effective Date: 28 August 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland EC 135 Series

28 August 2025

Notes:

1. This AD schedule is applicable to Airbus Helicopters Deutschland EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 T1, EC 135 T2 and EC 135 T2+ helicopters manufactured under EASA Type Certificate (TC) No. R.009 (previously LBA TC No. 3061).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/EC135/1A Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability EC 135 helicopters, all S/N.

Requirement: Compliance with the following LBA Airworthiness Directives (as applicable) is required:

LBA AD Nr:	AD Subject:
1998-033/7	Bearing supports of the tail rotor drive shaft. Inspection of the bolt connections for loose bolts and damage
1998-109	Oil cooling system - Fan - Replacement of Shaft with Spline
1998-389	Fuselage - Tail Boom - Replacement of Bearing Support
1999-102/2	Fuselage - Tail Boom - Bearing-Location No. 1 of the Tail Rotor Shaft

Note: Each part of this AD (each individual LBA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of New Zealand Airworthiness Certificate.
Repetitive inspections to be accomplished at intervals not to exceed the times specified in the LBA Airworthiness Directives.

Effective Date: DCA/EC135/1 - 30 July 1999
DCA/EC135/1A - 30 March 2006

DCA/EC135/2A Main Rotor Hub Shaft - Inspection

Applicability: Model EC 135 series

Requirement: To prevent fracture of the main rotor hub-shaft, which could result in loss of control of the helicopter, accomplish the following per Eurocopter Deutschland Alert SB EC 135-62A-004 Revision 2:

1. Visual inspection of the main rotor hub-shaft.
2. Dye Penetrant Inspection of the main rotor hub-shaft.

Replace main rotor hub-shaft before further flight if any cracks are found.

(LBA AD 1999-185/3 refers)

Compliance: Initial Inspection:

1. Visual inspection before further flight.
2. Dye penetrant inspection within 10 hours TIS.

Following the initial inspections, accomplish either:-

1. Visual inspections at intervals not to exceed 15 hours TIS, or
2. Dye penetrant inspections at intervals not to exceed 100 hours TIS.

Effective Date: DCA/EC135/2 - 30 July 1999
DCA/EC135/2A - 17 December 1999

DCA/EC135/3A Tail Rotor Drive Shaft Bearing Attachment Flange - Inspection

Applicability: Model EC 135 series S/N 0005 through S/N 0120.

Requirement: To prevent a fracture of the bearing attachment flange of the tail rotor drive shaft, accomplish the following per Eurocopter Deutschland Alert SB EC 135-53A-010 Revision 2:

1. Inspect the bearing attachment flange for cracks. Replace the bearing attachment flange before further flight, if any cracks are found.

2. Install additional bearing support bracket.

(LBA AD 1999-199/3 refers)

Compliance: 1. Before further flight and thereafter at intervals not to exceed 15 hours TIS until modified, and then inspect (visual inspection only) at intervals not to exceed 50 hours TIS.

2. By 14 October 1999.

Effective Date: DCA/EC135/3 - 30 July 1999
DCA/EC135/3A - 7 October 1999

DCA/EC135/4 Main Rotor Blade Lead-Lag Damper Attachment – Inspection

Applicability: Model EC 135 series

Requirement: To ensure proper screw connection of the nut of the expansion bolt which serves as bearing support attachment for the main rotor blade lead-lag damper, accomplish the following:-

Inspect the lockwire and of the head of the expansion bolt per Eurocopter Deutschland Alert SB EC 135-62A-005.

(LBA AD 1999-264 refers)

Compliance: The inspection must be accomplished after the last flight of the day and must be repeated every 15 flight hours until the replacement of nuts and bearing pins by modified nuts and bearing pins has been accomplished.

Effective Date: 30 July 1999

DCA/EC135/5 Air Conditioning System - Modification

Applicability: Model EC 135 series S/N 0005 through 0169 equipped with air conditioning system, except; S/N 0030, 0076, 0093, 0098, 0102, 0104, 0106, 0108, 0110, 0111, 0113, 0114, 0116, 0117, 0119, 0121, 0145, 0146, 0148, 0150, 0152, 0155.

Requirement: To prevent a short circuit following a failure of the spring resistor located in the compressor/condenser unit of the air conditioning system, and possible smoke and fire in the helicopter, accomplish the following:-

Install an insulating mat in the area of the spring resistor per Eurocopter SB EC135-21A-002 Revision 1.

Alternatively, the air conditioning system may be deactivated and placarded per Eurocopter SB EC135-21A-002 Revision 1.

(LBA AD 2000-270 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 10 August 2000

DCA/EC135/6A Main Rotor Drive Torque Struts - Inspection

Applicability: Model EC 135 series

Requirement: To prevent failure of the torque struts, accomplish the following:-

1. Inspect, mark, exchange and observe life limitation limits of the LH and RH torque struts per ASB ECD 135-63A-002 Revision 4.

2. Brief all pilots:-

   During flight if a thump-like sound occurs followed by an unusual vibration (similar to faulty Aris);
   – continue flight with reduced power
   – land at the nearest suitable airfield.

(LBA AD 2001-107/3 refers)

Compliance: 1. At the times specified in ASB ECD 135-63A-002 Revision 4.

2. Before the next flight.

Effective Date: DCA/EC135/6 - 22 March 2001
DCA/EC135/6A - 28 August 2003

DCA/EC135/7 Primary Flight and Navigation Displays - Replacement

Applicability: Model EC 135 Series S/N 0005 through 0216 equipped with SMD45H Smart Multifunction Display.

Requirement: To prevent loss of primary flight display information check that the S/N of the SMD45H unit is not one of the faulty units listed in Eurocopter ASB EC135-31A-002 Revision 1. If the S/N is one of the listed units, operation of the helicopter is restricted to VFR conditions until the SMD45H is replaced with a serviceable unit. Placard instrument panel accordingly.

(LBA AD 2001-306 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 29 November 2001

DCA/EC135/8 Automatic Engine Control – Software Improvement

Applicability: Model EC 135T1 S/N 0005 through 0187 with Turbomeca Arrius 2B1 engines

Requirement: To prevent loss of automatic engine control, accomplish Eurocopter ASB EC135-71A-016 in combination with Turbomeca SB 319 73 2019.

(LBA AD 2001-304 refers)

Compliance: By 28 February 2002

Effective Date: 29 November 2001

DCA/EC135/9 Cancelled – Purpose Fulfilled

Effective Date: 28 August 2003

DCA/EC135/10 FADEC Fail – AFM Revision

Applicability: Model EC135 T1

Requirement: To maintain automatic engine control in the event of possibly spurious FADEC FAIL caution indications, comply with Eurocopter Deutschland ASB No. EC135-71A-024. This ASB requires the insertion of pages into the AFM.

(LBA AD 2002-333 refers)

Compliance: Within 50 hours TIS.

Effective Date: 28 August 2003

DCA/EC135/11 Cancelled – DCA/EC135/27 refers

Effective Date: 22 January 2010

DCA/EC135/12 Emergency Flotation System - Modification

Applicability: All model EC 135 aircraft fitted with removable and/or fixed parts of ECD Emergency Flotation System Version 1.

Requirement: Due to the increased admissible maximum take-off weight of EC135 aircraft, the ECD Emergency Flotation System Version I no longer meets requirements, and the removable parts of the emergency flotation system version I must be replaced.

Remove the removable parts of ECD Emergency Flotation System Version I. Install all removable parts and components of ECD Emergency Flotation System Version II.

These actions must be accomplished per the instructions in Eurocopter Deutschland EC135 Alert Service Bulletin No. EC135-32A-010 dated 13 September 2004.

(LBA AD D-2005-414 refers)

Compliance: By 23 March 2006.

Effective Date: 23 February 2006

DCA/EC135/13A Cancelled – EASA AD 2006-0318R2 refers

Effective Date: 25 April 2017

DCA/EC135/14 LH and RH Cable Channel Wire Harnesses – Inspection

Applicability: All model EC135 aircraft, S/Ns 0005 through 0654.

Requirement: To prevent short circuits in the wiring harnesses due to the possibility of damage/chafing caused by the side channel cover attachment hardware, accomplish the following:

Inspect the wire harnesses in both the LH and RH cable channels, per the instructions in Eurocopter Deutschland EC135 ASB No. EC135-53A-017. If the wire harnesses are damaged, accomplish a manufacturer approved repair scheme, before further flight.

Modify the LH and RH side channel cover attachments and attach chafing protection to the wire harnesses, per the instructions in EC135 ASB No. EC135-53A-017.

For aircraft fitted with a co-pilot collective lever, modify the cover attachments per the instructions in EC135 ASB No. EC135-53A-017.

(EASA AD 2007-0021-E refers)

Compliance: Within the next 25 hours TIS or by 21 March 2007, whichever is the sooner.

Effective Date: 9 February 2007

DCA/EC135/15 Direct Current Power Distribution – Modification

Applicability: Model EC135 aircraft, S/N 0005 all through 0497, excluding 0028, 0473, 0484, 0492 and 0496.

Requirement: To prevent energy sources interfering with each other due to the possibility of power lines being routed too close to each other and too close to signal lines, modify and separate the direct-current (DC) power supply lines per the instructions in Eurocopter Deutschland EC135 Alert Service Bulletin (ASB) No. EC135-24A-013.

(EASA AD 2007-0165 refers)

Compliance: Within the next 100 hours TIS, or at the next annual inspection, or by 31 December 2007, whichever is the sooner.

Effective Date: 28 June 2007

DCA/EC135/16 Cancelled – DCA/EC135/17 refers

Effective Date: 31 January 2008

DCA/EC135/17 Cancelled – DCA/EC135/18 refers

Effective Date: 24 April 2008

DCA/EC135/18A Cancelled – DCA/EC135/31 refers

Effective Date: 25 November 2010

DCA/EC135/19 Cancelled – DCA/EC135/20 refers

Effective Date: 26 June 2008

DCA/EC135/20 Cancelled – DCA/EC135/26 refers

Effective Date: 28 May 2009

DCA/EC135/21 Cancelled – DCA/EC135/28 refers

Effective Date: 29 April 2010

DCA/EC135/22 Cyclic Stick Locking Device – Modification and AFM Amendment

Applicability: Model EC135 aircraft, S/N 0005 through to 0699, except S/N 0028, 0076, 0093, 0098, 0099, 0102, 0104, 0106, 0108, 0110, 0111, 0113, 0114, 0116, 0117 and 0119.

Requirement: To prevent take-off with a locked cyclic stick which could result in loss of aircraft control accomplish the following:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. ASB EC135-67A-015, dated 14 April 2008 or later approved revisions.

2. Amend the AFM by inserting the following note into the AFM:

> **NOTE:** Before starting the engines, the cyclic stick must be moved to its neutral position. By folding the cantilever towards the pin, it is possible to move the cyclic stick into its neutral position and to center it. Locking the cyclic stick is no longer possible.

Note: Requirement 2 may be accomplished by inserting a copy of this AD into the AFM, or by inserting the ECD supplied AFM page(s) into the AFM.
(EASA AD 2008-0113 refers)

Compliance: 1. & 2. By 15 September 2008.

Effective Date: 31 July 2008

DCA/EC135/23 Main Rotor Lower Mast Bearing – Inspection

Applicability: Model EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2 and EC135 T2+ aircraft, all S/N.

Requirement: To prevent the outer race of the lower hub shaft bearing dislocating due to the retaining bolts becoming loose, accomplish the following:

1. Inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of Eurocopter ASB No. EC135-63A-013 revision 02 or later approved revisions.

2. For aircraft which have previously been modified per Eurocopter ASB No. EC135-63A-013 original issue or revision 01, inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of ASB No. EC135-63A-013 revision 02.

3. A main rotor gearbox shall not be fitted to any aircraft unless the instructions in section 3.B of ASB No. EC135-63A-013 revision 02 has been accomplished.

(EASA AD 2008-0175-E refers)

Compliance: 1. Within 3 flight cycles after detecting any unusual vibration during main rotor startup, or within 3 flight cycles after detecting any unusual vibration at the end of the main rotor rundown, or within the next 50 hours TIS, or by 31 March 2009, whichever occurs sooner.

2. Within the next 400 hours TIS.

3. From 20 September 2008.

Effective Date: 20 September 2008

DCA/EC135/24 Cancelled – DCA/EC135/25 refers

Effective Date: 27 March 2009

DCA/EC135/25A Cancelled – DCA/EC135/33 refers

Effective Date: 23 December 2010

DCA/EC135/26A Main Gearbox – Inspection

Applicability: Model EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+, all S/N fitted with a MGB P/N 4649 010 003, 4649 010 005, 4649 010 006, 4649 010 006X, 4649 010 008, 4649 010 008X, 4649 001 007, 4649 010 010 or 4649 010 013.

Note 1: This AD retains the requirements in superseded DCA/EC135/26. The AD applicability revised to exclude those aircraft fitted with a modified MGB. Aircraft fitted with a MGB P/N not listed in the applicability of this AD is not affected by this AD.

Requirement: To prevent tooth failure of the MGB drive pinion due to wear, accomplish the following:

1. For aircraft S/N all through to 504 which have not been modified (to use a more efficient lubricating oil) per Eurocopter Deutschland (ECD) SB EC135-63-011, take an oil sample per the instructions in ASB EC135-63A-012 revision 4, dated 27 April 2009 or later EASA approved revisions. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

2. For aircraft S/N all through to 504 which have been modified per SB EC135-63-011 take an oil sample per the instructions in ASB EC135-63A-012. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

3. For aircraft S/N 505 onwards, take an oil sample per the instructions in ASB EC135-63A-012. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

Note 2: The first oil change must be accomplished at 50 hours TSN.

4. If the chip warning indicator illuminates, accomplish the instructions and the corrective action at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

5. For a MGB that has accumulated 300 hours or more TTIS, TSN, TSO or TSR (Time Since Repair): Inspect the MGB log card and/or the aircraft log book and determine if any chip indication log entries are recorded. Depending on the findings accomplish the instructions and corrective actions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

Note 3: Oil sampling, analysis and corrective actions accomplished prior to the effective date of this AD per the instructions in ECD ASB EC135-63A-012 original issue or revision 01, revision 02 or revision 03 is acceptable to comply with the initial requirements of this AD. After 28 May 2009 (the effective date of DCA/EC135/26) oil sampling, analysis and corrective actions must be accomplished per the instructions in ECD ASB EC135-63A-012 revision 04 or later approved revisions.

Note 4: The installation of a MGB with a P/N not listed in the applicability section of this AD is a terminating action to the requirements of this AD.
(EASA AD 2009-0106R1-E refers)

Compliance: 1. Within the next 100 hours TIS, unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
2. Not before 100 hours TIS after the aircraft has been modified per ECD SB EC135-63-011, or within the next 100 hours TIS for aircraft that have already been modified per ECD SB EC135-63-011 unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.

3. Not before 90 hours TIS after the first oil change, or within the next 100 hours TIS, whichever occurs later unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.

4. From 28 May 2009 (the effective date of DCA/EC135/26).

5. Before further flight unless previously accomplished.

Effective Date: DCA/EC135/26 - 28 May 2009
DCA/EC135/26A - 8 December 2011

DCA/EC135/27 Main Rotor Sliding Sleeve – Inspection and AFM Amendment

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 635 T1(CPDS) helicopters, all S/N.

Note 1: This AD retains the requirements of superseded DCA/EC135/11 and introduces an AFM amendment which contains the requirements of that AD.

Note 2: This AD is not applicable to EC 135 P2+, EC 135 T2+, EC 635 P2+ and EC 635 T2+ helicopters as these aircraft have been certificated and delivered with the appropriate AFM preflight check instructions.

Requirement: To prevent dislocation of the plain journal bearing towards the inside or outside of the main rotor sliding sleeve resulting in limited movement of the collective controls and reduced helicopter control, accomplish the following:

1. Amend the AFM by inserting a copy of the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021 initial issue dated 23 June 2005 or later EASA approved revisions into the AFM.

2. Visually inspect the position of the upper and lower plain journal bearings in the sliding sleeve for dislocated plain journal bearings per the instructions in the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021. If the plain journal bearings have moved and found in the incorrect position contact the aircraft manufacturer for corrective action instructions which must be accomplished before further flight.

Note 3: The visual inspection requirements of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

3. Amend the AFM with the applicable revision level indicated in the following table or later approved revision which contains the requirements of this AD. Remove the copy of the AFM page which was introduced by requirement 1 of this AD.

Model	AFM revision or later approved revisions
EC135 P1(CDS)	15
EC135 P1(CPDS)	15
EC135 P2(CPDS)	13
EC135 T1(CDS)	18
EC135 T1(CPDS)	19
EC135 T2(CPDS)	9
EC635 T1(CPDS)	19

Note 4: The accomplishment of corrective actions is not a terminating action for the preflight inspections of the main rotor sliding sleeve.

(EASA AD 2009-0272 refers)

Compliance: 1. Before further flight unless previously accomplished and until requirement 3 of this AD is accomplished.

2. Before further flight and thereafter at every preflight inspection until requirement 3 of this AD is accomplished.

3. By 22 February 2010.

Effective Date: 22 January 2010

DCA/EC135/28 Cancelled – EASA AD 2010-0058R1 refers

Effective Date: 7 April 2017

DCA/EC135/29A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/EC135/29. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

Requirement: To prevent unintentional turning of BARO rotary knobs on certain Instrument Control Panels (ICP) due to insufficient turn resistance which can result in erroneous altitude information and increase the risk of flight into terrain during IFR operation, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the ICP P/N C19269AA installed on the aircraft.

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB EC135-31A-053 or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB EC135-31A-053 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

Note 2: ICP P/N C19269AA with S/N E2401 through to E2999 have been modified by ECD per the requirements of this AD prior to installation on an aircraft, or prior to despatch as a replacement unit. The ICP manufacturer (Thale) has informed ECD that ICP units from S/N E3000 onwards have been embodied with modification standard 'Amdt. C' at production. Existing units can be returned to Thales for modification to this standard.

Note 3: Eurocopter Deutschland GmbH (ECD) ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2010-0207R1 refers)

Compliance: 1. By 23 October 2010 (ten days after the effective date of DCA/EC135/29).

2. By 13 December 2010 (two months after the effective date of DCA/EC135/29).

3. From 13 October 2010 (the effective date of DCA/EC135/29).

Effective Date: DCA/EC135/29 - 13 October 2010
DCA/EC135/29A - 30 June 2011

DCA/EC135/30A Cancelled – EASA AD 2017-0002 refers

Effective Date: 23 January 2017

DCA/EC135/31 Cancelled – EASA AD 2010-0227R1

Effective Date: 7 April 2017

DCA/EC135/32 Cancelled – DCA/EC135/35 refers

Effective Date: 29 September 2011

DCA/EC135/33 Tailboom Fenestron Ring Frame – Inspection and AFM Amendment

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with ring frame P/N L535A3501230.

Note 1: This AD retains the requirements of superseded DCA/EC135/25A, reduces the repetitive inspection intervals and requires the modification of the aft ring frame as a terminating action to the repetitive inspection requirements of this AD.

Requirement: To prevent structural failure of the tailboom to fenestron ring frame attachment which could result in loss of aircraft control, accomplish the following:

1. Revise the preflight check in section 4 of the AFM by inserting a copy of pages 6 or 7 (as applicable to the aircraft model) of Eurocopter Deutschland ASB EC135-53A-022 revision 2 dated 30 November 2010, or later approved revisions into the AFM, and advise the flight crew of this amendment.
Accomplish a visual inspection of the rear structure tube per the instructions in ECD ASB EC135-53A-022. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.

Note 2: The AFM amendment and the preflight inspection of the ring frame for cracks per requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The amendment of the AFM to a revision level as indicated in appendix 1 of EASA AD 2010-0254 (as applicable to helicopter model) is acceptable to comply with the AFM amendment per requirement 1 of this AD.

2. Accomplish a visual inspection per the instructions in ECD ASB EC135-53A-022. revision 2, or later approved revisions. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.
3. Modify the aft ring frame and change the ring frame P/N to L535H2120302 per the instructions in Eurocopter Deutschland SB EC135-53-023 original issue, dated 19 August 2009 or later EASA approved revisions.
4. An aft ring frame with P/N L535A3501230 shall not be fitted to any helicopter which already has ring frame P/N to L535H2120302 fitted or is in compliance with requirement 3 of this AD.

Note 4: The installation of a P/N L535A3501230 ring frame as replacement part is not a terminating action for the repetitive inspection requirements of this AD.

Note 5: The modification of a helicopter per requirement 3 of this AD is a terminating action for the repetitive inspection requirements of this AD.
(EASA AD 2010-0254 refers)

Compliance:
1. Before further flight after 24 September 2009 (the effective date of DCA/EC135/25A) unless previously accomplished, and thereafter before the first flight of every day accomplish a visual inspection of the rear structure per requirement 1.
2. Within the next 25 hours TIS, or within 100 hours TIS since the last inspection per DCA/EC135/25A whichever occurs sooner, and thereafter at intervals not to exceed 25 hours TIS.
3. By 23 December 2011.
4. From 23 December 2010.

Effective Date: 23 December 2010

DCA/EC135/34A Mechanical Air Conditioning System – Inspection

Applicability: Model EC 135 P2+ and EC 135 T2+ aircraft, S/N 870, 872, 873, 879, 883, 884, 888, 893, 900, 905, 911, 914, 916, 917, 923 and 926 fitted with a mechanical air condition system with compressor bearing block P/N L210M1872105.

Note 1: This AD revised to introduce an optional terminating action to the repetitive inspections per note 2 of this AD.

Requirement: To prevent bearing cage debris entering the engine inlet due to possible failure of a bearing in the air conditioning compressor bearing block which could result in engine compressor damage and loss of engine power, accomplish the following:

Inspect the upper bearing in the bearing block of the mechanical air conditioning system compressor, per the instructions in Eurocopter Deutschland (ECD) ASB EC135-21A-013 original issue, dated 06 June 2011 or later approved revisions.

If water, corrosion or grease leaks are found deactivate the air conditioning system per the instructions in ECD ASB EC135-21A-013 before further flight.

Note 2: The repetitive inspections mandated by this AD may be terminated when the mechanical air conditioning system compressor bearing block P/N L210M1872105 is replaced with an improved block P/N L210M1872107 or P/N L210M1872886 per the instructions in of ECD SB EC135-21-015 original issue, dated 12 July 2011 or later approved revisions.

(EASA AD 2011-0111R1 refers)

Compliance: Within 25 hours TIS or 14 days after 30 June 2011 (the effective date of DCA/EC135/34), whichever occurs sooner, and

If condensation is found accomplish the AD requirements thereafter at intervals not to exceed 25 hours TIS or 28 days whichever occurs sooner, and

If no water, corrosion or grease leaks are found, accomplish the AD requirements thereafter at intervals not to exceed 100 hours TIS or 3 months whichever occurs sooner.

Effective Date: DCA/EC135/34 - 30 June 2011
DCA/EC135/34A - 27 October 2011

DCA/EC135/35 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/EC135/36 Fire Extinguishing System Injection Tubes – Replacement

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with a single engine fire extinguishing system P/N L262M1808101, L262M1812101 or P/N L262M1812102, or fitted with a dual engine fire extinguishing system P/N L262M1813102.

Requirement: To prevent failure of the fire extinguishing system due to non-compliant injection tubes accomplish the following:

1. Modify or replace RH and LH injection tubes and elbow (if installed) listed in table 1 of this AD per the instructions in Eurocopter Deutschland GmbH (ECD) ASB EC135-26A-003 revision 01 dated 16 May 2011 or later approved revisions.

Table 1 – Parts to be modified or replaced:

For single engine fire extinguishing systems:	RH tube P/N L262M1810101; LH tube P/N L262M1811801 and/or P/N L262M1809101.
For dual engine fire extinguishing systems:	RH tube P/N L262M1814101; RH tube P/N L262M1808212; LH tube elbow P/N L262M1815101 and LH tube P/N L262M1808211.

2. An injection tube or elbow listed in table 1 of this AD shall not be installed on any helicopter unless the part has been modified per the instructions in ECD ASB EC135-26A-003.
(EASA AD 2011-0172 refers)

Compliance: 1. <u>For single engine fire extinguishing systems P/N L262M1808101, P/N L262M1812101 and P/N L262M1812102</u>:

By 29 June 2012.

<u>For dual engine fire extinguishing system P/N L262M1813102</u>:

By 29 March 2012.

2. From 29 September 2011.

Effective Date: 29 September 2011

DCA/EC135/37 Emergency Float Kit – Inspection

Applicability: Model EC-135 aircraft fitted with Apical emergency float kit P/N 644.1801, S/N all through to 031 (embodied under FAA STC SR01855LA).

Requirement: To prevent an unsafe condition accomplish the inspections and corrective actions specified in FAA AD 2011-25-01.

(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012

Effective Date: 26 January 2012

DCA/EC135/38 Cancelled – DCA/EC135/39 refers

Effective Date: 19 May 2012

DCA/EC135/39B Cancelled – EASA AD 2012-0085R4 refers

Effective Date: 4 October 2012

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 Links to state of design airworthiness directives | aviation.govt.nz
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.

2012-0085R6 Main Rotor Hub – Inspection

Applicability: EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2 helicopters, all S/N.

Effective Date: 2012-0085R4 - 4 October 2012
2012-0085R5 - 30 October 2012
2012-0085R6 - 9 February 2016

2013-0176 Flight System Actuators – Inspection

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2+, EC 135 P2 (CPDS), EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2+ and EC 135 T2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0178 Cancelled - EASA AD 2017-0243 refers

Effective Date: 21 December 2017

2013-0228-E Main Rotor Actuator – Replacement

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 25 September 2013

*** 2013-0289-E Cancelled – EASA AD 2025-0174 refers**

Effective Date: 28 August 2025

2013-0306-CN AD Cancelled by EASA – Purpose fulfilled

Effective Date: EASA AD 2013-0306 - 27 December 2013
EASA AD 2013-0306-CN - 26 April 2017

2013-0307-E Fuel Quantity Indication – AFM Amendment

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 21 December 2013

2014-0226 Main Gearbox and Tail Gearbox Oil – Inspection

Applicability: EC135 P2+ and EC135 T2+ helicopters, S/N as listed in Appendix 1 of this AD.

Effective Date: 24 October 2014

2017-0002 Main Transmission Housing – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3 helicopters, all S/N.

Effective Date: 23 January 2017

2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2010-0227R1 Tail Rotor Rod and Ball Pivot – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2006-0318R2 Tail Rotor Linear Control Transducer Bearing and Rod – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, if fitted with bearing P/N LN9367GE6N2, or with an affected part (see Note of this AD).

Note: For the purpose of this AD, an affected part is a Floor P/N L533M1014101, or P/N L533M1014102, or P/N L533M1014103, or P/N L533M1014104, or P/N L533M1014105, or P/N L533M1014106, that has not been modified and re-identified in service in accordance with the instructions of ECD Alert Service Bulletin (ASB) EC135-67A-012, or in production in accordance with drawing L671M5040051, or a Rod P/N L671M5040205, or a Lever P/N L671M5040101.

Effective Date: 25 April 2017

2017-0147 Tail Rotor Controls – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 31 August 2017

2017-0199 Cancelled – EASA AD 2021-0011 refers

Effective Date: 31 January 2021

2017-0243 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2011-0168R1 Instrument Lighting Display Brightness – Inspection

Applicability: EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2 helicopters, S/N 0642 through to 0999 inclusive, if fitted with an optional night vision goggle (NVG) system.

Effective Date: 26 April 2018

2018-0063 Cyclic Stick – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N up to 1263 inclusive and S/N 1265, if fitted with an autopilot,and S/N 2001 up to 2024 inclusive, except S/N 2006, 2008, 2013, 2017, 2019, 2020 and 2022.

Effective Date: 26 April 2018

2018-0168R1 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2018-0210-E Hoist Carrier Assembly – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N, except EC135 P3H and EC135 T3H variants.

Effective Date: 27 September 2018

2018-0284 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2019-0087-E Cancelled – EASA AD 2020-0105 refers

Effective Date: 28 May 2020

2019-0199 Tail Rotor Drive Ti-Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 30 August 2019

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T33 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0099 Titanium Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 May 2020

2020-0102 Tail Rotor Control System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Effective Date: 28 May 2020

2020-0105 Main Rotor Actuator Single-Axis Actuators – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Note: This AD partially retains the requirements of superseded EASA AD 2019-0087-E, introduces repetitive inspections or replacement of all affected parts, and provides criteria to allow installation of affected parts.

Effective Date: 28 May 2020

2020-0282 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 January 2021

2021-0011 Outboard Load System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Note: This AD supersedes EASA AD 2017-0199 to introduce the installation of an updated hook assembly, which is a terminating action for the repetitive inspections.

Effective Date: 31 January 2021

2021-0050 Tail Rotor Blades – Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 9 March 2021

2021-0066 Outboard Load System Fittings – Inspection

Applicability: EC135 P2+, EC135 P3, EC135 T2+ and EC135 T3 helicopters, S/N 0886 through to 1166, except S/N 1007, 1102 and 1145, and except helicopters embodied in service with Airbus Helicopters SB EC135-85-063.

Effective Date: 22 March 2021

2021-0149 Emergency Flashlight – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all S/N up to 820 inclusive.

Effective Date: 5 July 2021

2022-0023 Air Conditioning System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, S/N from 0008 through to 0869 inclusive, except S/N 0831 and S/N 0864.

Effective Date: 24 February 2022

2022-0067 Airworthiness Limitations – Amendment

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 28 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T3, EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 635 T1, EC 635 T2+, EC 635 T3, EC 635 P2+ and EC 635 P3 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled – EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168 Integrated Modular Avionics, Ethernet Network - Inspection

Applicability: EC135 P3H and EC135 T3H helicopters, all S/N.

Effective Date: 31 August 2022

2023-0066 Hoist Boom Assembly - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 7 April 2023

2023-0197 Tail Rotor Drive - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 30 November 2023

2024-0028R1 Tail Rotor Blades - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: EASA AD 2024-0028-E - 29 January 2024
EASA AD 2024-0028R1 - 26 April 2024

2024-0249 Warning Unit Emergency Off Switches – Operational Check

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 30 January 2025

2025-0051R1 Hoist – Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3 helicopters, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

2025-0055 Rescue Hoist Cable Drum – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N up to 1999 inclusive.

Affected Part: Rescue Hoist Assembly with P/N 44301-10-2, P/N 44301-10-4, P/N 44301-10-5, P/N 44301-10-6, P/N 44301-10-7, P/N 44301-10-10, P/N 44301-10-11, P/N 44301-10-12 or P/N 44301-10-13.

Effective Date: 27 March 2025

2025-0108 Yaw Control System Ball Bearing – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N up to 1999 inclusive.

Effective Date: 29 May 2025

2025-0113 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 29 May 2025

*** 2025-0174 Rear Structure / Ring Frame – Inspection**

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N up to 1276 inclusive, if fitted with a mounting ring frame X9227 P/N L535H2120301, P/N L535H2120303, or P/N L535H2120304, except those helicopters with a frame reinforcement.

Effective Date: 28 August 2025

Airworthiness Directive Schedule

Balloons

Balloons

28 August 2025

Notes:

1. This AD schedule is applicable to all balloon makes and models.
2. The foreign ADs listed in this schedule can be obtained directly from the applicable foreign National Airworthiness Authority (NAA) website.

   Links to NAA websites are available on the CAA website at:
   Links to state of design airworthiness directives | aviation.govt.nz
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/BAL/1 Rego Blast Valves P/N 7553S Series - Inspection and Modification

Applicability: All Don Piccard Hot Air Balloons Model AX-6 incorporating Rego blast valves, P/N 7553S series.

Requirement: To prevent fuel system failure or an in-flight fire, accomplish the following:-

1. Remove the valve actuating level roll pin P/N 7553S-8 from actuating level. (Be careful to remove any burrs in the stem area around the roll pin hole before removing the valve stem P/N 7553S-1 from the bonnet P/N 7553-5). Replace the "O" ring stem seal with a new Rego "O" ring P/N 1421-7. Lubricate the new "O" ring with a suitable lubricant before reassembly.

2. Check the torque of the valve seat retaining screw to 10 in-lbs. If it turns, the screw must be removed and reinstalled using MIL-S 22473 high strength thread locking compound or equivalent.

CAUTION: Do not permit the thread locking compound to adhere to the valve rubber seating surface.

3. Reinstall valve actuating lever on the valve body with roll pin 7553S-8. Install a number six machine screw and stop nut or a 3/32-inch stainless steel cotter pin through the hole in the roll pin holding the actuating handle to the valve body and secure.

Compliance: Before further flight unless previously accomplished within one year prior to the effective date of this AD, thereafter at intervals not to exceed 12 months or 100 hours TIS whichever occurs earlier.

Effective Date: 11 April 1975

DCA/BAL/2 Triangular Rip Panels - Velcro Replacement

Applicability: All Balloons with velcro closed triangular rip panels.

Requirement: Due to gradual deterioration, velcro fasteners are to be replaced.

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 31 January 1978

DCA/BAL/3 Ripping Panel - Modification

Applicability: All Cameron and Thunder Balloons with velcro fastened panel.

Requirement: To prevent inadvertent complete opening of velcro fastened panel, accomplish the following:-

Cameron Balloons with triangular panel - embody.
Cameron Balloons Ltd, Mod. No. 25.
Cameron Balloons with circular panel - embody.
Cameron Balloons Ltd, Mod. No. 26 or 27.
Thunder Balloons with circular panel - embody.
Thunder Balloons Ltd, Mod. No. 2/22.

Compliance: By 31 July 1978

Effective Date: 31 January 1978

DCA/BAL/4 Deflation Panel - Inspection, Modification and Test

Applicability: All Piccard Model AX-6 series balloons.

Requirement: Inspect, modify, and test deflation panel per FAA AD 81-09-02. Defective fastener tapes must be repaired per General Balloon Corporation S.L. 7 before further flight.

Compliance: Inspection - Prior to each flight.

Modification - Prior to next inflation unless already accomplished.

Test - At intervals not exceeding 100 hours TIS.

Effective Date: 23 October 1981

DCA/BAL/5 Deflation Panel - Inspection and Test

Applicability: All Raven Industries Model S-50A Balloons

Requirement: Inspect and test deflation panel per FAA AD 81-21-02. Fastener tape found defective when inspected must be tested or renewed as prescribed in Raven SB 112, before further flight.

Compliance: Inspection - Prior to each flight.

Test - At intervals not exceeding 100 hours TIS.

Effective Date: 23 October 1981

DCA/BAL/6 Burner Installation - Modification

Applicability: All Piccard model AX-6 series balloons

Requirement: Accomplish the following per General Balloon Corporation S.L. 8:

Incorporate P/N PSP705 quick shut-off valve at fuel tank and shut-off valve P/N PSP706 on pilot light system. Also blast valve handle P/N PSP608 and return spring P/N PSP607 in place of existing blast valve handle assembly.

(FAA AD 82-13-02 refers)

Compliance: By 28 February 1983

Effective Date: 19 November 1982

DCA/BAL/7 Burner Installation - Modification

Applicability: All Piccard model AX-6 series balloons

Requirement: To reduce time for pilot light extinguishment after shut-off and prevent damage to main fuel systems modified per General Balloon Corporation S.L.8, modify in accordance with Don Piccard Balloons Inc. Service Letters 9 and 10.

(FAA AD 83-15-03 refers)

Compliance: By 31 March 1984

Effective Date: 16 December 1983

DCA/BAL/8 Fuel Supply Hose - Removal

Applicability: All Raven (Aerostar) model S-50A balloons

Requirement: To preclude propane fuel leakage which could result in uncontained fire in balloon basket, accomplish the following:

1. Visually inspect all fuel supply hose assemblies in balloon and determine whether any are identified by part number code 'FC321-06' followed by date of manufacture code '3Q84' or '4Q84'.
2. Prior to further use, remove all hose assemblies with marking specified in para 1 or which do not contain markings specifically identifying the date of manufacture, and replace with airworthy parts.
3. Balloons not containing hose assemblies specified in paras 1 or 2 may be returned to service.
(FAA AD 86-10-11 refers)

Compliance: Before further flight.

Effective Date: 28 June 1986

DCA/BAL/9 Envelope - Inspection

Applicability: Thunder and Colt hot-air airships

Requirement: To prevent failure of the envelope caused by operation of the airship envelope at temperatures and pressures higher than the flight manual limitations, accomplish the following:

1. Visually inspect the top of the airship envelope per Thunder and Colt hot-air Airship SB 3, part A. If either discoloration or easy stretching are observed, perform a grab test per the SB. Repair per the SB before further flight.
2. Modify the envelope pressure gauge per Thunder and Colt hot-air airship SB 3, Part B.
(UK CAA AD 004-10-92 refers)

Compliance: 1. Visually inspect before next flight. Perform grab test within next 10 hours TIS or at next annual inspection whichever is the sooner.
2. Modify within next 10 hours TIS or at next annual inspection whichever is the sooner.

Effective Date: 15 October 1992

DCA/BAL/10 Fuel Hose - Inspection and Replacement

Applicability: Aerostar International balloons detailed in Aerostar SB 132 and fitted with the hoses listed.

Requirement: To prevent an uncontained fire in the balloon basket caused by a leaking fuel hose accomplish the following:-

1. Inspect each fuel hose per SB 132. If any sign of fuel leakage is found, prior to further flight replace the entire fuel hose/manifold assembly with an approved assembly per SB 132.
2. Replace the entire fuel hose/manifold assembly.
(FAA AD 93-16-13 refers)

Compliance: 1. Before each flight.
2. Replace within next 10 hours TIS.

Effective Date: 25 August 1993

DCA/BAL/11 Turning Vents - Inspection

Applicability: Thunder, Colt, and Thunder and Colt balloon envelopes fitted with turning vents and having a constructors number prior to 3550 (all Oswestry built envelopes)

Requirement: To ensure that all turning vents have adequate reinforcement at the upper and lower ends, accomplish the following:-

Inspect balloon envelope per Cameron Balloons (Thunder and Colt) SB2 Issue 1, Revision C. If the reinforcing tapes do not conform to the diagrams shown in the bulletin, then additional tapes must be fitted per SB2 Issue 1, Revision C within the next 20 hours TIS.
(UK CAA AD 001-07-96 refers)

Compliance: Within next 10 hours TIS.

Effective Date: 27 September 1996

DCA/BAL/12 Propane Cylinder Pressure Relief Valves – Inspection and Renewal

Applicability: All fuel cylinders supplied for flight by Cameron Balloons Ltd, Thunder & Colt and Thunder & Colt Ltd.

Requirement: To prevent failure of the pressure relief valve, accomplish the following:-

1. Inspect pressure relief valves per Cameron Balloons (Thunder & Colt) SB 4. Replace valves if necessary before further flight per SB 4.

2. Renew the pressure relief valve per SB 4.
(UK CAA AD 002-11-98 refers)

Compliance: 1. Inspect within next 12 months and thereafter at intervals not to exceed 12 months.

2. At 10 years from the date stamped on the upper face of the valve.

Effective Date: 12 February 1999

DCA/BAL/13 Burner Frame Cross Bar Welds – Inspection

Applicability: Cameron Balloons Ltd (Thunder & Colt) triple burner frame. (Post Mod C252/T176)

Requirement: To prevent failure of the burner frame cross bar, accomplish the following:-

1. Inspect per Cameron Balloons (Thunder & Colt) SB 7. If cracking is found, the burner frame must be replaced before further flight.

2. Modify the burner frame per instructions from Cameron Balloons Ltd.
(UK CAA AD 002-11-98 refers)

Compliance: 1. Before every flight.

This inspection may be accomplished by pilot subject to:
(a) Adequate instruction by LAME responsible for the aircraft.
(b) Certificate of Release to Service endorsed to refer to inspection requirement.
(c) Copy of SB 7 to be attached to the Certificate of Release to Service.

2. Within next 30 hours TIS or 3 months, whichever is the sooner.

Effective Date: 12 February 1999

DCA/BAL/14 Titanium Propane Cylinders – Removal from Service

Applicability: Cameron Balloons Ltd (Thunder and Colt) titanium propane cylinders, P/N CB2380, S/Ns up to and including BT0143, and P/N CB2383, S/Ns up to and including BT0076.

Requirement: To prevent titanium propane cylinders from cracking and releasing propane gas vapour while the balloon is in service, which could result in a propane explosion and fire, accomplish the following:-

1. Remove from service titanium propane cylinders listed in the applicability of this AD and replace with an approved airworthy propane cylinder.

2. Titanium propane cylinders listed in the applicability of this AD must not be fitted to any balloon.

(UK CAA AD 001-01-2000 refers)

Compliance: 1. By 9 March 2000.

2. From 2 March 2000

Effective Date: 2 March 2000

DCA/BAL/15 Main Blast, Liquid Fire and Pilot Light Valve Stems – Replacement

Applicability: Cameron Balloons Ltd (Sky Balloons) Mk 1 and Mk 2 (Mistral) burner fitted with 3 valve stems per valve block, S/N 001 through 098, 100 and 101. (The S/N is engraved on the mounting bracket between the cans of the burner unit)

Requirement: To prevent external fuel leak from the underside of the burner unit during flight, accomplish Cameron Balloons Ltd (Sky Balloons) SB 10.

(UK CAA AD 003-05-2000 refers)

Compliance: Within next 20 hours TIS or by 29 June 2001, whichever is the sooner.

Effective Date: 29 June 2000

DCA/BAL/16A Cancelled – DCA/BAL/22 refers

Effective Date: 28 January 2008

DCA/BAL/17 Triple and Quad Burner Support - Inspection

Applicability: All Cameron Shadow/Shadow Stealth – Triple, Quad and Stratus Triple, Quad gimbaled burner assemblies installed on but not limited to Cameron balloons Ltd A,N,O,Z Thunder S1, S2, and Colt A series hot air balloons.

Requirement: Inspect the burner support plate and mounting tube in accordance with Cameron Balloons Ltd Service Bulletin No 13 issue A. Any cracked or damaged items must be replaced with serviceable items before further flight.

(UK CAA AD G-2004-0026 refers)

Compliance: Before further flight.

Effective Date: 25 November 2004

DCA/BAL/18 Cameron Solid Floor Basket - Inspection

Applicability: All solid floor baskets manufactured by Cameron Balloons Limited, Thunder Balloons Ltd, Colt Balloons Ltd, Thunder and Colt Ltd and Sky Balloons Ltd.

Requirement: The manufacturer has identified several occurrences of damaged basket suspension wires on the underside of solid floor baskets. It is thought that damage to the basket occurs as a result of inappropriate handling when loading and unloading the basket from a vehicle or trailer. To identify and rectify damaged suspension wires and prevent failure of one or more wires that may result in the basket tipping and causing injury to its occupants, accomplish the following:

1. Revise the CAA approved Flight Manual for any balloon fitted with a Cameron solid floor basket by incorporating the following text into the Normal Procedures section of the FM.

ADDITIONAL FLIGHT MANUAL INFORMATION (Section 4 – Normal Procedures)

Pre-Flight Check of Basket Suspension Wires

Solid floor baskets must have no damage to the rawhide wire protectors sufficient to expose the suspension wires. Check also for wire damage where the wires are visible between the protectors and the skids. Any such damage must be inspected by a qualified inspector and repaired, if necessary, before flight in accordance with Cameron Balloons Maintenance Manual section 6.16.4.

Note 1: This may be accomplished by inserting a copy of this AD into the AFM.

Note 2: Balloons for which Issue 9 amendment 1 of Cameron Balloons Flight Manual is applicable, may use the manual as an acceptable means of compliance with paragraph 1 of this AD.

2. Inspect the basket suspension wires and rawhide protectors in accordance with Cameron Balloons Service Bulletin No 12 revision 0 or later EASA approved revision. If any damage in excess of that permitted by Cameron Balloons Maintenance Manual Issue 9 Section 6.16.4 or later EASA approved revision must be repaired in accordance manufacturers approved data before further flight.

Note 3: The action required by Paragraph 1 of this AD may be carried out by an owner/operator holding at least a private pilot's license. An entry must be made in the balloon's records showing compliance with this AD.
(UK CAA AD G-2004-0028 refers)

Compliance: 1. By 7 December 2004.
2. By 31 December 2004.

Effective Date: 25 November 2004

DCA/BAL/19 Envelope Thermometer - Replacement

Applicability: All Kubicek model BB balloons.

Requirement: A precise envelope temperature reading is not possible due to visibility limitations of the graduations on the analogue thermometer.

Replace the envelope thermometer with a manufacturer approved thermometer or a thermometer approved for use on hot air balloons.
(Czech Republic AD CAA-AD-2-049/98 refers)

Compliance: By 28 February 2007, unless already accomplished.

Effective Date: 30 November 2006

DCA/BAL/20 Propane Cylinder Pilot Flame Pressure Reducers - Modification

Applicability: Theo Schroeder fire balloons VA 50- and VA 70- propane cylinders and Worthington cylinders manufactured up until July 2001 fitted with Lorch pilot flame pressure reducers.

Requirement: To prevent the gas inlet pipe to the pilot flame pressure reducer breaking due to rough and improper handling of the propane cylinder, modify the pressure reducer per the instructions in Theo Schroeder Technical Note No. 8025-34 dated 17 June 2001. (Czech Republic CAA AD CAA-060/2001 and LBA AD 2001-229 refers)

Compliance: By 30 January 2007, unless already accomplished.

Effective Date: 30 November 2006

DCA/BAL/21 Main Flight Burner Valve Seal – Replacement

Applicability: All Kubicek model BB balloons fitted with H3, H3-D, HB1, HB2 and H4 burners.

Requirement: To prevent excessive wear of the valve sealing face causing the valve to leak, possibly due to inferior seal face quality, replace the seals per the instruction in Kubicek Balloons Mandatory Bulletin No. BB/23a, AB015a, dated 26 November 2002. (Czech Republic CAA AD CAA-T-111/2002 refers)

Compliance: Before further flight, unless already accomplished.

Effective Date: 30 November 2006

DCA/BAL/22 Lindstrand 3/8" Fuel Hoses – Inspection

Applicability: All Lindstrand balloons fitted with 3/8" bore hoses supplied by Lindstrand between 6 September 1998 and 5 September 2001 which have been manufactured by Flexquip Ltd as identified in Lindstrand Hot Air Balloons (LHAB) Service Bulletin (SB) No. 11.

Note 1: Since the issue of LHAB SB No. 7 and SB No. 8 there have been further hose failures. This AD supersedes DCA/BAL/16A.

Requirement: To prevent the escape of liquid propane through small flaws in the hose material, accomplish the following:

1. Inspect the balloon burners and establish whether any affected hoses are fitted as identified in LHAB SB No.11. Inspect and test affected hoses per the instructions in LHAB SB No.11. Replace defective hoses before further flight.
2. Inspect and test affected hoses per the instructions in LHAB SB No.11. Replace defective hoses before further flight.
3. Replace all affected hoses per the instructions in LHAB SB No.11.

Note 2: Affected hoses removed from service shall not be fitted to any aircraft.

Note 3: The accomplishment of requirement 3 is a terminating action to the requirements of this AD.
(UK CAA AD G-2008-0001 refers)

Compliance:
1. Before further flight.
2. Within the next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS until requirement 3 is accomplished.
3. At the next annual inspection.

Effective Date: 28 January 2008

DCA/BAL/23 Gas Cylinder Self-Seal Inlet Valves – Inspection & Replacement

Applicability: All gas cylinders supplied by Cameron Balloons Ltd fitted with CB-0824-0001 Rego Type cylinder liquid valves which have a date stamp between December 2005 and August 2006.

Requirement: To prevent a partial or complete blockage of the burner supply due to a defective inlet self seal valve which could result in an uncontrolled descent, inspect gas cylinders to identify whether an affected cylinder liquid valve is fitted per the instructions in Cameron Balloons Ltd. (CBL) Service Bulletin (SB) No. 17.
For single cylinder balloons replace affected cylinder liquid valves per CBL SB No. 16 and 17, before further flight.
For multi cylinder hopper balloons modify all affected cylinder liquid valves per CBL SB No. 16 and 17 before further flight.
For other multi cylinder balloons affected liquid valves may remain in service.

Note: The CAA and the manufacturer recommend that affected self-seal cylinder liquid valves on all multi cylinder balloons are replaced per the instructions in CBL SB No. 16.
(UK CAA AD G-2008-0002 refers)

Compliance: Before further flight.

Effective Date: 15 February 2008

DCA/BAL/24A Hose Connectors - Inspection and Rework

Applicability: All balloons fitted with connector P/N HS6139 (3/8" BSPP back nut) or P/N HS6144 (1/4"NPT back nut) with a S/N listed in Table 1 of EASA AD 2012-0142R1.

All balloons fitted with burners and manifolds with a S/N listed in Table 1 of EASA AD 2012-0142R1.

This type of equipment is known to be installed on, but not limited to balloons manufactured by 114 (714) ZO Svazarmu, Aviatik klub, Aerotechnik p.o.s., Aerotechnik s.r.o, Aerotechnik podnik ÚV Svazarmu, Altisph'air, Annonay Air Concept, Ballons Libert sprl, Ballons Chaize, Ballonservice & Technik, Balóny Kubíček spol. s.r.o., Cameron Balloons Ltd., Colt Balloons, Firma Johann Schön, Kubíček spol. s r.o., Lindstrand Balloons Ltd. (LBL), Lindstrand Hot Air Balloons Ltd., Llopis Balloons, Pilatre de Rozier S.I.G.A. S.A., Schroeder Fire Balloons GmbH, Sky Balloons, Thunder Balloons, Thunder & Colt, and Ultramagic S.A.

Note 1: This AD revised to introduce note 4 and extend the AD compliance.

Requirement: To prevent gas leaks due to possible insufficient fastening torque of hose connectors which could be a fire hazard, accomplish the requirements in EASA AD 2012-0142R1.

Note 2: Lindstrand Hot Air Balloons Ltd. SB N° 12 dated 10 February 2012 or later approved revisions are acceptable to comply with the requirements of this AD.

Note 4: The inspection requirements of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
(EASA AD 2012-0142R1 refers)

Compliance: At the compliance times specified in EASA AD 2012-0142R1.

Effective Date: DCA/BAL/24 - 30 August 2012
DCA/BAL/24A - 27 September 2012

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: Links to state of design airworthiness directives | aviation.govt.nz
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.

EASA AD 2016-0151 Burner and Fuel Hoses – Inspection

Applicability: All balloon models and types listed in EASA AD 2016-0151 fitted with a Kubiček Burner with fuel hoses made of "EGEFLEX" material.

Effective Date: 9 August 2016

FAA AD 2016-17-04R1 Burner and Fuel Hoses – Inspection

Applicability: All balloon models and types fitted with a BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burner and fuel hose(s) made of "EGEFLEX" material.

Note: This AD is applicable to FAA Type Certificated hot air balloons fitted with Kubicek fuel hoses made of "EGEFLEX" material.

Effective Date: FAA AD 2016-17-04 - 29 August 2016
FAA AD 2016-17-04R1 - 6 September 2016

EASA AD 2018-0107 (Correction) Lindstrand T30 Propane Cylinders – Removal from Service

Applicability: All balloon models and types listed in EASA AD 2018-0107 (Correction: 22 May 2018).

Note: EASA AD 2018-0107 was issued by EASA on 15 May 2018, and then corrected by EASA on 22 May 2018.

Effective Date: 31 May 2018

EASA AD 2018-0181 Envelope Vertical Load Tapes – Inspection

Applicability: Balóny Kubíček BB balloons, S/N 1292, 1331, 1360, 1364 and 1397.

Effective Date: 3 September 2018

EASA AD 2019-0245 Schroeder Burners – Inspection

Applicability: All balloon types and models listed in EASA AD 2019-0245 fitted with Schroeder Fire Balloons FB6 burners, all S/N and FB7 burners, all S/N,

Except those burners that have a screw on the side of the valve identified in accordance with the instructions in Schroeder Fire Balloons Technical Note (TN) No. EASA.BA.016-62, and

Except those burners that have been corrected and marked in accordance with the instructions in Schroeder Fire Balloons Technical Note (TN) No. EASA.BA.016-62.

Effective Date: 24 October 2019

EASA AD 2021-0042 Burner Assembly and Hanger – Inspection

Applicability: All balloon types and models fitted with Stratus double burner hangers P/N CB8504, issues A to C inclusive.

Affected hangers are part of Stratus double burner assemblies P/N CB8720 or P/N CB8721. These double burner assemblies use a doubler plate to reinforce the central part of the hanger bracket, as shown on figure 2 of Cameron Balloons SB 28.

Note: Cameron Balloons SB 28 original issue dated 15 January 2020, or Revision 1 dated 24 February 2020, or Revision 2 dated 04 March 2020, or later approved revision pertains to the subject of this AD.

Effective Date: 12 February 2021

UK CAA AD G-2021-0010-E Cancelled - UK CAA AD G-2021-0014-E refers

Effective Date: 4 November 2021

UK CAA AD G-2021-0012 Burner Assembly and Hanger – Inspection

Applicability: All balloon types and models, all S/N as listed in Type Certificate Data Sheets (TCDS) UK TC BA.00001, UK TC BA.00002, UK TC BA.00003, UK TC BA.00006 and EASA BA.028 and EASA BA.030.

Affected balloons are those balloons manufactured by Cameron Balloons Ltd, Colt Balloons, Lindstrand Balloons Ltd., Lindstrand Hot Air Balloons Ltd, Sky Balloons, Thunder Balloons, Thunder & Colt Balloons, Lindstrand Technologies Ltd. listed in the aforementioned Type Certificate Data Sheets (TCDS).

Effective Date: 3 November 2021

UK CAA AD G-2021-0014R1-E Cylinder Quick Shut-off Valve Mounting Flange – Inspection

Applicability: Fuel cylinders Part No (P/N) CB2901, P/N CB2902 and P/N CB2903, having a serial number (s/n) as listed in **Appendix 1** of this AD, where the cylinder is equipped with a QSO valve (incorporating flanged adaptor P/N CB437 Issue F)**,** and all P/N CB2901, P/N CB2902 and P/N CB2903 cylinders having a s/n not listed in Appendix 1 of this AD that have been fitted with a flanged adaptor P/N CB437 Issue F and released as spare parts under Invoice and Form 1 Numbers as listed in **Appendix 2** of this AD.

Stainless Steel cylinders CB426, CB497, CB599, CB959, CB2088, V20, V30, V40; Titanium cylinders CB2380,CB2383, CB2385, CB2387, T30 (CY-050-A-001) and "Worthington" Aluminium cylinders CB250, may also be affected if fitted with CB437 flanged adaptors supplied on invoice and Form 1 numbers listed in **Appendix 2** of this AD.

These fuel cylinders are known to be installed on, but not limited to, hot air balloons and airships manufactured by Cameron Balloons Ltd, Colt Balloons, Lindstrand Balloons Ltd (LBL), Lindstrand Hot Air Balloons Ltd, Sky Balloons, Thunder Balloons, Thunder & Colt, and Lindstrand Technologies Ltd.

Note: Since the issue of AD G-2021-0014-E additional information pertaining to the means of visual identification of the affected parts has been released by Cameron Balloons Ltd. It was also determined that the replacement part specified in the previous EADs, P/N CB437 'Issue G' did not go into production and instead 'Issue H' was produced.

UK CAA AD G-2021-0014R1-E is revised to include additional information in the applicability, the inclusion of photos (figures 2, 3 and 4) and to reference the correct replacement P/N (an updated drawing issue). This revised AD also introduces editorial changes not affecting the requirements.

Effective Date: UK CAA AD 2021-0014-E - 4 November 2021
UK CAA AD 2021-0014R1-E - 14 December 2021

UK CAA AD G-2022-0010-E Cancelled – UK CAA AD G-2023-0005-E refers

Effective Date: 2 August 2023

UK CAA AD G-2023-0005-E Fuel Cylinders – Inspection

Applicability: Cameron fuel cylinders P/N CB2990 Issue A (Alugas) with S/N OC25001 to OC25202, and QI14001 to QI14496.

Note 1: P/N CB2990 Issue B (Alugas) cylinders are not affected by this AD.

Note 2: Affected fuel cylinders are known to be installed on, but not limited to, hot-air balloons and airships manufactured by Cameron Balloons Ltd, Colt Balloons, Lindstrand Balloons Ltd (LBL), Lindstrand Hot Air Balloons Ltd, Sky Balloons, Thunder Balloons, and Thunder & Colt.

Effective Date: 2 August 2023

EASA AD 2024-0094 Occupant Restraint Harness – Inspection

Applicability: Occupant restraint harnesses P/N CI-C-1302.

The affected (Ultramagic) occupant restraint harnesses are known to be installed on, but not limited to, certain Ultramagic hot air balloons.

Affected occupant restraint harnesses may however be eligible for installation on any (hot air) balloon and may have been installed during the balloon manufacturing process (production line), or during an in-service modification, either through using Type Certificate holder approved modification instructions, or a Supplemental Type Certificate (STC), or through a minor modification approval.

Effective Date: 30 May 2024

UK CAA AD G-2024-0001-E Envelopes with Polyester Filled Aramid (Kevlar) Load Tapes – Removal from Service

Applicability: All Lindstrand Technologies types/models of hot air balloon envelopes with a date of manufacture after March 2017.

Compliance: Before further flight.

Effective Date: 2 May 2024

*** UK CAA AD G-2025-0001R1-E Cancelled – UK CAA AD G-2025-0004-E refers**

Effective Date: 28 August 2025

*** UK CAA AD G-2025-0004-E Pressure Relief Valves (PRV) Adaptor CB8426 – Inspection**

Applicability: Cylinders fitted with PRV adaptor CB8426 including but not limited to cylinder models listed in UK CAA AD G-2025-0004-E.

Compliance: All affected cylinders whether fitted in a balloon or not, should be inspected immediately, (unless the initial inspection was previously accomplished in accordance with UK CAA AD G-2025-00001R1-E), and then thereafter before every flight, if fitted in a balloon.

Note: For cylinders fitted in a balloon, the initial inspection for cracks in PRV adaptors must be accomplished by a maintenance engineer.
The repetitive inspections before every flight, may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Effective Date: 28 August 2025

Airworthiness Directive Schedule

Aircraft

De Havilland DHC-3 Series (Otter)

28 August 2025

Notes:

1. This AD schedule is applicable to DHC-3 Otter aircraft manufactured under Transport Canada Type Certificate No. A-27.
2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

   State of Design ADs can be obtained directly from the Transport Canada website at: Airworthiness Directives - Advanced Search

   FAA ADs can be obtained from the FAA website at: Dynamic Regulatory System (faa.gov)
3. The date above indicates the amendment date of this schedule..
4. New or amended ADs are shown with an asterisk *

Contents

DCA/DHC-3/1 Electrically Heated Engine Pneumatic Lines – Inspection.

Applicability: All model DHC-3 Turbo Otter modified in accordance with FAA STC No. SA3777NM or Canadian Supplemental Type Approval No. SA89-32.

Requirement: To detect and correct the electrical heating blanket wiring configuration of the heated engine pneumatic lines circuit, which could result in loss of pneumatic heating and subsequent loss of engine power or reverse propeller overspeed governing protection, accomplish the following:

1. Inspect the electrical wiring to the P_3 and P_y engine pneumatic line heating blankets and to the P_3 heater warning light to determine if they are wired in a parallel configuration. Drawing no. 20075 Rev. I dated 10 october 2000, as referenced in A.M. Luton SIL-00-10-10 dated 22 March 2001, illustrates the correct wiring configuration.

Note: It is recommended that the electrical inspection wiring include a continuity check of the heating blanket line(s) to ensure they are serviceable.Then, after selecting the P_3 heater switch to the “On” position, if the line(s) quickly feel warm to the touch, this is an indication that the line(s) are correctly configured.

a) If the lines are correctly wired in a parallel configuration, proceed to requirement 2.

b) If it is determined that the P_3 and P_y engine pneumatic line heating blankets and the P_3 heater warning light are incorrectly wired, modify the wiring to the configuration shown on drawing no. 20075 Rev. I dated 10 october 2000. It is recommended that a similar test be performed as described in the NOTE, after modifying the wiring.

2. Inspect the circuit breaker switch for the heated engine pneumatic lines circuit. If the engine installation utilizes both P_3 and P_y heated pneumatic lines, install a 7.5 Amp circuit breaker switch in accordance with the drawing, unless already accomplished. Potter & Brumfield P/N: W31-X2M1G-7.5, as referenced in the SIL, is an acceptable circuit breaker switch. If the engine installation utilizes only a P_3 heated pneumatic line, install a 5.0 Amp circuit breaker switch in accordance with with the drawing, unless already accomplished. Potter & Brumfield P/N W31-X2M1G-5.0 is an acceptable circuit breaker switch.
(Transport Canada AD CF-2002-38 refers)

Compliance: 1 Within 300 TIS or by 31 March 2006, whichever occurs first.
2. Within 300 TIS or by 31 March 2006, whichever occurs first.

Effective Date: 31 March 2005

DCA/DHC-3/2 Elevator Servo Tab - Inspection.

Applicability: All model DHC-3 Otter aircraft incorporating the flutter prevention modification installed in accordance with STC Number SA99-219, issue 1 or 2.

Requirement: To prevent structural failure of the R/H Elevator Servo Tab Balance Assembly (Viking P/N VALTOC1136-2), which could result in vibration and flutter of the elevator servo tab, incorporate the redesigned elevator servo tab, introduced by Viking Air Ltd. retro kit No. V3MK1151, in accordance with Viking Air Ltd. SB V3/01.
(Transport Canada AD CF-2002-48 refers)

Compliance: Within 300 hours TIS.

Effective Date: 31 March 2005

DCA/DHC-3/3A Elevator Servo-Tab Assembly – Modification

Applicability: Model DHC-3 'Otter' aircraft fitted with a turbine engine and embodied with Supplemental Type Certificates (STCs) SA01-111, SA89-32 or SA02-15 and

Model DHC-3 'Otter' aircraft fitted with a PZL ASZ-621R-MI8 engine and embodied with STC SA83-18.

Note: The applicability of this AD revised to include those DHC-3 aircraft with STC SA83-18 embodied. The AD title amended to reflect that the AD affects the elevator servo-tab and not the trim-tab.

Requirement: To reduce the probability of elevator servo-tab failure due to flutter, install one of the following elevator flutter prevention kits:

A Viking Air Ltd. Retro Kit No. V3MK1148, issue 3 or later approved revisions per Viking Air Ltd., STC SA99-219 issue 3 or later approved revisions, or

American Automotives Inc. Supplemental Type Certificate No. SA03-99 (FAA STC No. SA01059SE) with a new elevator servo-tab and redundant control linkage, or

A modification approved by the CAA designed to prevent elevator servo-tab flutter. (Transport Canada AD CF-2006-02R1 refers)

Compliance: Within the next 300 hours TIS or by 26 December 2008, whichever occurs sooner.

Effective Date: DCA/DHC-3/3 - 27 April 2006
DCA/DHC-3/3A - 26 June 2008

DCA/DHC-3/4 Magneto Firewall Connector – Inspection

Applicability: Model DHC-3 aircraft fitted with a radial engine and firewall magneto connector plugs as described in Viking Air Limited Service Bulletin (SB) No. V3/0001.

Requirement: To prevent failure of the magnetos and ignition system due to the lock wire hole on the ignition connector plug located on the firewall breaking, which could result in the plug vibrating loose and the magneto being grounded, accomplish the following:

1. Inspect the firewall ignition plug and receptacle for correct wire locking and security per the instructions in Bombardier Alert Service Bulletin A3/53 revision A or later approved revisions.

Replace any damaged parts before further flight.

2. Amend the periodic inspections section of the maintenance schedule in the Maintenance Manual PSM 1-3-2 by inserting temporary revision TR14, dated 24 August 2001.

3. Replace the firewall ignition connector per the instructions in Viking Air Limited SB V3/0001 dated 27 June 2007 or later approved revisions.

(Transport Canada AD CF-2001-37R1 refers)

Compliance: 1. Within the next 50 hours TIS or by 26 September 2008, whichever occurs sooner.
2. By 26 September 2008.
3. By 26 December 2008.

Effective Date: 26 June 2008

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 Links to state of design airworthiness directives | aviation.govt.nz
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.

CF-53-16 Modifications
Effective Date: 1 March 1953

CF-54-03 Modifications
Effective Date: 30 December 1954

CF-54-04 Compression Strut
Effective Date: 30 December 1954

CF-54-07 Cargo Doors
Effective Date: 1 June 1954

CF-54-09 Modifications
Effective Date: 1 July 1954

CF-55-03 Modifications
Effective Date: 30 December 1955

CF-55-06 Engine Breather Pipe Assembly
Effective Date: 30 December 1955

CF-56-03 Modifications
Effective Date: 30 December 1956

CF-56-08 Tailplane Trim
Effective Date: 30 December 1956

CF-56-11 Flap Hydraulic Circuit Check Valve
Effective Date: 30 December 1956

CF-56-12 Exhaust System Support
Effective Date: 30 December 1956

CF-56-13 Propeller Counterweight Bearing Shaft
Effective Date: 30 December 1956

CF-57-06 Modifications
Effective Date: 30 December 1957

CF-57-08 Sintered Metal Filter Assembly
Effective Date: 30 December 1957

CF-58-04 Clinch Nuts
Effective Date: 30 December 1958

CF-58-15 Flap Control Rods
Effective Date: 30 December 1958

CF-59-03 Modification
Effective Date: 30 December 1959

CF-59-07 Bellcrank Assemblies
Effective Date: 30 December 1959

CF-60-03 Wing Strut Spar
Effective Date: 30 December 1960

CF-61-04 Main Ski Axle Pins and Bushings
Effective Date: 30 December 1961

CF-61-05 Oil Delivery Lines
Effective Date: 30 December 1961

CF-62-05 Firewall Assemblies
Effective Date: 30 December 1962

CF-68-13 Elevator Tab Flutter
Effective Date: 30 December 1968

CF-69-12 Skis and Wheel Skis
Effective Date: 30 December 1969

CF-82-26R1 Tie Bar Assemblies
Effective Date: 30 December 1982

CF-82-34 Control Column Assemblies
Effective Date: 30 December 1982

CF-85-03R1 Cabin Utility Seats
Effective Date: 30 December 1985

CF-85-04 Elevator Pushrod

Effective Date: 30 December 1985

CF-89-20R1 Tailplane Rib Cracking

Effective Date: 30 December 1989

CF-91-16 Fuel Control Detent

Effective Date: 30 December 1991

FAA AD 98-18-08 A.M. Luton STC Mod

Effective Date: 30 December 1998

CF-99-05 Electrical System

Effective Date: 30 December 1999

CF-1999-06R1 Fire Detection

Effective Date: 30 December 1999

FAA AD 2011-01-09 PBE P/N 119003-11

Effective Date: 9 February 2011

CF-2014-14R1 Horizontal Stabiliser Actuator – Inspection

Effective Date: 2 September 2014

CF-2014-29 Turboprop Installations - Placards and Markings

Effective Date: 11 September 2014

CF-2015-05 Upper Wing Skin and Main Spar Lower Cap – Inspection

Effective Date: 31 March 2015

CF-2016-05R1 Levelling and Weighing – AFM Amendment

Applicability: DHC-3 aircraft, all S/N embodied with Baron Short Take Off and Landing (STOL) kit (STC SA 94-114 or STC SA 0028NY).

Effective Date: CF-2016-05 - 8 February 2016
CF-2016-05R1 - 29 June 2017

CF-2017-11 Wing Strut Attach Bolts – Inspection

Effective Date: 23 March 2017

CF-2017-29 Main Wing Spar Lug Fitting and Tie-bar – Inspection

Applicability: DHC-3 aircraft, all S/N.

Effective Date: 7 September 2017

CF-2018-04 Airframe Corrosion and Cracking – Inspection

Applicability: DHC-3 aircraft, all S/N.

Effective Date: 2 February 2018

CF-2020-20 Wing Strut – Inspection

Applicability: DHC-3 aircraft, all S/N.

Effective Date: 25 June 2020

CF-2022-41 Engine Mount Pickup Fittings – Inspection

Applicability: DHC-3 aircraft, all S/N.

Effective Date: 31 August 2022

*** FAA AD 2022-23-08 Cancelled – Purpose fulfilled**

Note: FAA AD 2022-23-08 cancelled with the issued of Transport Canada AD CF-2024-46.

Effective Date: 28 August 2025

CF-2024-46 Horizontal Stabliser Actuator – Inspection

Applicability: DHC-3 aircraft, all S/N.

Compliance: As indicated in CF-2024-46, unless already accomplished.

Effective Date: 6 January 2025

Airworthiness Directive Schedule

Helicopters

Hiller UH-12C and UH-12E

28 August 2025

Notes

1. This AD schedule is applicable to Hiller Aviation UH-12C manufactured under FAA Type Certificate Numbers 6H2 and Hiller Aviation UH-12E helicopters manufactured under FAA Type Certificate Numbers 4H11.
2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the FAA website at: Dynamic Regulatory System (faa.gov)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/HIL/112 Cold Weather Engine Lubrication - Inspection

Applicability: All model UH-12E

Requirement: Hiller SIL 3027 and 3028

Compliance: As detailed

Effective Date: 31 August 1969

DCA/HIL/113 Torsion Coupling and Separated Transmission Oil System - Modification

Applicability: Model UH-12E S/N 942, 954 and 2001 through 2198

Requirement: Hiller SB 2027A

Compliance: As detailed

Effective Date: 31 August 1969

DCA/HIL/131 Cancelled - Purpose fulfilled

DCA/HIL/132B Main Rotor Blade Fork - Inspection

Applicability: Model UH-12D, UH-12E, and UH-12E4 series, equipped with main rotor blade fork P/N 52110-3.

Requirement: To detect cracks and prevent failures which have occurred in the main rotor blade fork P/N 52110-3 at the outboard tension-torsion bar retention bolt hole, accomplish the following:-

1. Verify that each installed P/N 52110-3 fork has a S/N permanently displayed on its outer surface. Remove from service forks found not to be serialized and replace with serialized parts.

2. Perform a daily visual check of P/N 52110-3 forks for cracks in the area of the outboard tension-torsion bar retention bolt hole. Washers and nuts need not be removed for this inspection.

3. Perform a dye penetrant inspection, of the bolt hole and adjacent milled surfaces. For this inspection, remove the nut, washer, and pin. Replace any cracked rotor forks with like serviceable parts prior to further flight.
(FAA AD 86-17-02 refers)

Compliance: 1. Within the next 50 hours' TIS unless already accomplished.

2. Before the first flight of each day.
Note: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

3. At 250 hours TTIS, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: DCA/HIL/132A – 26 October 1979
DCA/HIL/132B – 27 April 2000

DCA/HIL/133 Main Rotor Blades - Inspection

Applicability: All model UH-12E with P/N 2253-1101-03 blades fitted

Requirement: Hiller SIL 3037C

Compliance: As detailed

Effective Date: 31 August 1969

DCA/HIL/134 Fuel Pressure Indicator Venting System Installation - Modification

Applicability: Model UH-12E S/N 2001 through 2348

Requirement: Hiller SB 2042

Compliance: Within the next 300 hours TIS

Effective Date: 31 August 1969

DCA/HIL/135 Transmission Gears - Inspection

Applicability: All model UH-12E

Requirement: Hiller SIL 3036C

Compliance: As detailed

Effective Date: 31 August 1969

DCA/HIL/140 Collective Ballast Assembly Flyweight Lever Pivot Bolt P/N AN 173-30 - Replacement

Applicability: All model UH-12E

Requirement: Hiller SIL 3047

Compliance: By 30 November 1965

DCA/HIL/141 Fuel Vent Ram - Modification

Applicability: Model UH-12E S/N 942, 954 and 2001 through 2348

Requirement: Hiller SB 2046

Compliance: By 30 November 1965

DCA/HIL/142 Spring Pin (MS 9047-240) - Replacement

Applicability: All model UH-12E equipped with P/N 91000 cargo hooks delivered prior to January 1966

Requirement: Hiller SIL 3051

Compliance: By 31 October 1966

DCA/HIL/143 Mercury Clutch Sideplates - Inspection

Applicability: All model UH-12E equipped with Mercury clutch (4578) S/N 8584 through 9317 or Mercury clutch (4692) S/N 8584 through 9317

Requirement: Hiller SIL 3052

Compliance: Within the next 100 hours TIS

Effective Date: 31 August 1969

DCA/HIL/144 Main Transmission Lubrication - Modification

Applicability: Model UH-12E S/N 942, 945 and 2001 through 2198

Requirement: Hiller SB 2026 and Supplement No. 1

Compliance: Within the next 100 hours TIS, or within the next 25 hours TIS if helicopter operated in cold weather using incorrect engine oils

Effective Date: 31 August 1969

DCA/HIL/146 Cyclic Brackets Inserts - Replacement

Applicability: All model UH-12E

Requirement: Hiller SIL 3054A

Compliance: Within the next 100 hours TIS

Effective Date: 31 August 1969

DCA/HIL/147 Fail-Safe Type Second Stage Planet Gear Assembly - Modification

Applicability: All model UH-12E fitted with fail-safe second stage planet gear assembly (23673-1)

Requirement: Hiller SB 2047

Compliance: At next overhaul

Effective Date: 31 August 1969

DCA/HIL/152A Main Transmission Housing – Inspection

Applicability: All model UH-12E aircraft.

Requirement: The main transmission case and accessory housing is to be inspected for cracks, evidence of overheating, corrosion, oil leaks, and security of attachment, per item 8 of power plant No. 3 check in Hiller Aircraft Corporation Instructions for Continued Airworthiness (formerly 'Inspection Guide').

When checking for cracks pay particular attention to areas on mounting flanges around bolt holes.

Accomplish remedial action before further flight.

(Hiller Aircraft Corporation Instructions for Continued Airworthiness No. 3 Check, Power Plant item 8 refers)

Compliance: At intervals not to exceed 100 hours TIS.

Effective Date: DCA/HIL/152 - 31 August 1969
DCA/HIL/152A - 30 November 2006

DCA/HIL/154 Collective Yoke Support Bracket Inserts - Replacement

Applicability: All model UH-12E

Requirement: Hiller SB 23-1 Rev. 1

Compliance: Within the next 100 hours TIS

Effective Date: 31 August 1969

DCA/HIL/155D Control Rotor Blade Assemblies - Inspection, Rework and Replacement

Applicability: Model UH-12, UH-12A, UH-12B, UH-12C, UH-12D, UH-12E, CH-112, H-23A, H-23B, H-23C, H-23D, H-23F, HTE-1, HTE-2, and OH-23G helicopters, and UH-12D and UH-12E helicopters converted to turbine engine per STC SH177WE and SH178WE, having a control rotor blade spar tube (blade spar tube), P/N 36003, 36006, 36129, 36129-25, 36203, 36203-15, 36203-21, or 36209-3, or cuff, P/N 36101-1, 36101-4, 36108, 36115-1, 36115-4, 36115-6, 36115-8, or 36124, installed.

Requirement: To prevent separation of the control rotor blade assembly and subsequent loss of control of the helicopter, accomplish the following:-

1. Inspect the blade spar tube and cuff for corrosion or cracks, or elongation, corrosion, burrs, pitting or fretting of the bolt holes, and repair, as necessary, per the Accomplishment Instructions of Hiller Aviation SB 36-1, Revision 3.

After any reaming procedure is accomplished per SB 36-1, Revision 3, the blade spar tube (faired and unfaired) and cuff must be retired at or before accumulating an additional 2,500 hours TIS after repair or when the current approved total service life (total service life before repair plus service life after repair) is reached, whichever comes first.

Fabric covered, metal covered, faired and unfaired control rotor blades are not interchangeable and must not be intermixed.

2. For P/N 36124 cuffs without a complete prior service history:-Perform a dye penetrant inspection of the cuff per paragraph G of the Accomplishment Instructions of SB 36-1, Revision 3. If a crack is discovered, remove the cracked cuff from service prior to further flight. A cuff for which the prior service history cannot be documented cannot be used as a replacement part and must be remove from service prior to the accumulation of 225 hours total TIS since April 7, 1977.
(FAA AD 97-10-16 refers)

Compliance: 1. Within the next 100 hours TIS, unless previously accomplished within the last 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS, or at the next annual inspection, whichever occurs first.

2. Within the next 25 hours TIS, unless already accomplished within the last 25 hours TIS, and at intervals not to exceed 50 hours TIS.

Effective Date: DCA/HIL/155C - 1 August 1980
DCA/HIL/155D - 4 July 1997

DCA/HIL/156 Inboard Edge of Threaded Stud Holes - Inspection and Replacement

Applicability: As detailed

Requirement: Hiller SB 51-1

Compliance: By 31 July 1970

DCA/HIL/157B Main Gearbox (Bolts Attaching Bevel Ring Gear) – Replacement

Applicability: All model UH-12E helicopters

Note 1: This AD revised to include first stage planet gear cage assembly P/N 23632 in the AD requirement. This AD revision is prompted after the CAA received a report of a main transmission overhaul where all six bolts P/N NAS144DH20 on the first stage planet gear cage assembly P/N 23632 were found loose, with one bolt sheared.

Requirement: To prevent failure of the main gearbox, accomplish the following:

Remove and replace the six bolts P/N NAS144DH20 which attach the bevel ring gear P/N 23633 to the first stage planet gear cage assembly P/N 23507-9 (aluminum) or P/N 23632 (steel) with new bolts.

Note 2: Destroy removed bolts to prevent further use.

(NZ Occurrence 04/3157 refers)

Compliance: At every overhaul of the main transmission assembly.

Effective Date: DCA/HIL/157A - 31 December 1970
DCA/HIL/157B - 25 March 2010

DCA/HIL/158A Main Drive Mercury Clutch Warning Placard - Modification

Applicability: All model UH-12E

Requirement: 1. Remove the existing placard decal P/N 81426-3.

2. Install Hiller placard decal P/N 81426-7 on the instrument panel at the right edge of the tachometer extending between the cylinder head temperature and manifold pressure gauge. If this placard is not available fabricate a placard using $^{1}/_{8}$ inch minimum size type and reading:

"NO FURTHER FLIGHT IF CLUTCH ENGAGEMENT TIME EXCEEDS 20 SECONDS".

(Hiller SL 21-4 and FAA AD 75-10-01 also refer)

Compliance: Within the next 50 hours TIS

Effective Date: 8 May 1975

Note: Requirement notified to registered owners on effective date

DCA/HIL/159A Main Rotor Hub – Inspection and Replacement

Applicability: All model UH-12, UH-12A, UH-12B, UH-12C, UH-12D and UH-12E aircraft.

Requirement: To detect cracks in main rotor hub P/Ns 51437, 51437-6, 51437-7, 51437-8, 51437-9, 51437-11, 51437-901 and 51437-11-911, accomplish a dye penetrant inspection inside the main rotor hubs in the area opposite the control rotor trunnion attachments.

If cracks are found, replace the main rotor hub, before further flight.

(FAA AD 73-20-03 refers)

Compliance: Within the next 5 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/HIL/159 - 30 November 1973

DCA/HIL/159A - 27 July 2006

DCA/HIL/160 Main Rotor Drag Strut - Inspection

Applicability: All model UH-12E

Requirement: Hiller SB 51-2

Compliance: Within the next 50 hours TIS

Effective Date: 31 March 1974

DCA/HIL/161 Flight Controls Hardware - Modification

Applicability: All model UH-12E

Requirement: Hiller SL UH-12E-30-1

Compliance: Within the next 100 hours TIS

Effective Date: 1 May 1975

DCA/HIL/162 Engine Control Cables - Modification

Applicability: All model UH-12E modified per Soloy Conversions Ltd. STC's No. SH177WE and SH178WE

Requirement: To prevent freezing of moisture in engine control cables, accomplish the following:

1. Install following placard in view of pilot:

"Flight in outside air temperature of 32 degrees F or lower is prohibited".

2. Modify per Soloy Conversions Ltd SB 01/560.

Restrictions prescribed in 1. above removed when modification per 2 above accomplished.

Compliance:

1. Placard - within next 15 days TIS
2. Modification - within next 60 days TIS

Effective Date: 13 September 1976

Note: Requirement notified to registered owners on effective date

DCA/HIL/163 Operating Restriction - Placard

(FAA AD 77-10-13 refers)

Applicability: All model UH-12E modified per Soloy Conversions Ltd, STC No. SH178WE, having Allison 250-C20 series engine fitted with third stage turbine wheel P/N 6887113 or 6888633

Requirement: Unless already accomplished, on instrument panel adjacent to dual tachometer, affix a placard which reads:

"AVOID CONTINUOUS OPERATION 90 TO 98% N2".

Compliance: By 31 August 1977

Effective Date: 17 August 1977

Note: Restriction removed when DCA/AL250/22 has been complied with

DCA/HIL/164A Fuel Valve - Modification

Applicability: Model UH-12C, UH-12D, UH-12E, UH-12L, UH-12E-L, and UH-12L4 aircraft, S/Ns all through 5024 fitted with control levers P/Ns 72229 or 72210.

Note 1: Aircraft with S/Ns 5025 onward, will have had the guard installed at the time of manufacture.

Requirement: To prevent the possibility of engine power loss due to the inadvertent shutting of the fuel control valve, install a guard on the fuel shutoff valve handle, per the instructions in paragraph 2B of Hiller Service Bulletin No. 72-1 dated 17 June 1977, or later approved revision.

(FAA AD 77-24-03 refers)

Note 2: An equivalent method of fabrication and installation of a guard for the fuel shutoff valve handle may be used when approved by the CAA of NZ.

Compliance: Within the next 100 hours TIS, unless already accomplished.

Effective Date: DCA/HIL/164 - 31 January 1978
DCA/HIL/164A - 27 July 2006

DCA/HIL/165 Exhaust System - Inspection

Applicability: All model UH-12E

Requirement: To prevent induction air duct damage and engine power loss, or cabin carbon monoxide contamination due to exhaust manifold leakage, accomplish the following:

Remove left and right shroud assemblies and visually inspect exhaust manifolds for cracks and/or deterioration which could allow leakage. Defective manifolds to be repaired or renewed before further flight.

Compliance: Within the next 50 hours TIS unless already accomplished, and thereafter at intervals not exceeding 100 hours TIS

Effective Date: 12 May 1978

DCA/HIL/166C Main Rotor Outboard Tension-Torsion Pin - Inspection

Applicability: Models UH-12A, UH-12B, UH-12C, UH-12D and UH-12E.

Requirement: To prevent cracks in the head area of the main rotor outboard tension-torsion (T-T) bar pin, accomplish the following:-

1. Inspect the alignment of the outboard T-T bar pin, P/N 51452, and adjust the alignment if necessary per Hiller SL 51-2.

2. Remove drag strut to T-T pin attachment bolt (AN177-16A) and accomplish dye penetrant inspection per Hiller SL 51-2 or magnetic particle inspection paying particular attention to interior surface of bolt hole where crack initiates.

3. Install shims between the inboard end of the drag strut and the outboard T-T bar pin per Hiller SB 51-9.

(FAA AD 97-20-15 refers)

Compliance: 1. Within the next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

2. At intervals not exceeding 100 hours TIS.

3. Within next 100 hours TIS.

Effective Date: DCA/HIL/166B - 4 August 1995
DCA/HIL/166C - 24 October 1997

DCA/HIL/167 Main Rotor Blades - Inspection

Applicability: All model UH-12E with blades P/N 2253-1101-03 and -04

Requirement: Remove antinode bar assembly, inspect and renew as necessary per Hiller SB 51-4

(FAA Emergency AD dated 22 September 1978 refers)

Compliance: Before further flight, unless already accomplished

Effective Date: 6 October 1978

Note: Requirement notified to registered owners on effective date

DCA/HIL/168 Transmission Drive - Inspection

Applicability: All model UH-12E modified per Soloy Conversions Ltd STCs No. SH177WE or SH178WE

Requirement: Inspect and modify or renew as necessary, all drive coupling shafts P/N 560-2408 per Soloy Conversions Ltd SB 05-560.

(FAA AD 77-18-03 refers)

Compliance: Within the next 600 hours TIS or six months, whichever is the sooner

Effective Date: 27 October 1978

DCA/HIL/169A Control Rotor Cuff - Inspection

Applicability: All model UH-12E

Requirement: Until investigations into cause of cracking have been satisfactorily concluded and remedy introduced, inspect control rotor cuffs P/N 36124-3 for cracks in area of the four control rotor spar attach holes, using an established eddy current and/or ultra sonic technique. Any cuff found cracked must be replaced with a serviceable part

Compliance: At intervals not exceeding 300 hours TIS

Effective Date: DCA/HIL/169 - 22 December 1978
DCA/HIL/169A - 15 June 1979

DCA/HIL/170 Engine Controls - Modification

Applicability: All model UH-12E modified per Soloy Conversions Ltd STCs No. SH177WE or SH178WE

Requirement: Embody modifications detailed in Soloy Conversions Ltd SB 06.

(FAA AD 78-22-08 refers)

Compliance: By 28 February 1979

Effective Date: 26 January 1979

DCA/HIL/171 Main Rotor Tachometer Generator - Modification

Applicability: All model UH-12E modified per Soloy Conversions Ltd STCs No. SH177WE or SH178WE

Requirement: Install main rotor tachometer generator, Globe Industries P/N 22A623, per Soloy Conversions Ltd SB 06-560.

(FAA AD 79-03-07 refers)

Compliance: Within the next 200 hours TIS, or one month, whichever is the sooner

Effective Date: 23 March 1979

DCA/HIL/172A Outer Gimbal Forward Attach Fitting - Inspection

Applicability: All model UH-12E converted to turbine power under STC SH177WE or SH178WE

Requirement: To prevent failure of outer gimbal forward attach fitting, accomplish the following:

Remove paint from outer gimbal forward attach fittings of Hiller engine mount P/N 63181-5 and dye penetrant or magnetic particle inspect gusset front and rear weld beads for cracks. If cracks found, remove engine mount from service before further flight.

(FAA AD 84-19-08 refers)

Compliance: Within the next 20 hours TIS and thereafter at intervals not exceeding 600 hours TIS. Also prior to installation or reinstallation of any P/N 63181-5 engine mount

Effective Date: DCA/HIL/172 - 29 June 1979
DCA/HIL/172A - 26 October 1984

Note: Requirement notified to registered owners on effective date

DCA/HIL/173B Main Rotor Blades - Inspection

Applicability: All model UH-12E with blades P/N 53200-03 S/N 038 through 286

Requirement: Inspect per Hiller SL 51-3A Rev. 1 parts A and B, and Hiller SB 51-7 Rev. 1. Remove from service any blade found defective and mark `UNAIRWORTHY' using letters at least 2 inches high. Also, using metal stamp impress `UNAIRWORTHY' on data plate.

(FAA AD 83-25-02 refers)

Compliance: Inspection per Hiller SL 51-3A Rev. 1

Part A - Daily
Part B - At intervals not exceeding 50 hours TIS.

Inspection per Hiller SB 51-7 Rev. 1 at intervals not exceeding 100 hours TIS

Effective Date: DCA/HIL/173A - 10 October 1980
DCA/HIL/173B - 2 March 1984

Note: May be accomplished by pilot subject to:
(a) Adequate instruction by LAME responsible for aircraft.
(b) Maintenance Release endorsed to refer to inspection requirement.
(c) Copy of requirement document(s) attached to Maintenance Release.

DCA/HIL/174 Main Rotor Blades - Inspection

Applicability: All model UH-12E with blades P/N 2253-1101-04

Requirement: Inspect anti-node bars per Hiller SB UH12-51-5 and remove from service any which do not have rolled threads

Compliance: Within the next 10 hours TIS for blades with 2500 hours or more TIS

Effective Date: 3 March 1980

Note: Requirement notified to registered owners on effective date

DCA/HIL/175B Main Rotor Blades - Inspection and Overhaul

Applicability: All model UH-12E with blades P/N 2253-1101-03 and 2253-1101-04

Requirement: 1. Inspect for cracks and bond separation/voids per Hiller SB UH-12-51-6 dated 19 December 1985, paragraphs 11A, 11B and 11C.

2. Perform internal blade inspection per the “2500 Hour Inspection” listed in the Hiller Inspection Guide. If no corrosion is found and the internal finish is acceptable, the blade may be returned to service. If corrosion is found the blade must be repaired per the Manufacturer’s Instructions.

(FAA AD 86-22-04 refers)

Compliance: 1. Inspection per paragraph 11A - prior to first flight of each day helicopter is to be operated.

Inspection per paragraph 11B - at intervals not exceeding 25 hours TIS until next internal inspection per Part 2 of this AD, and then repeat at intervals not exceeding 100 hours TIS.

Inspection per paragraph 11C - at intervals not exceeding 100 hours TIS.

2. Internal inspection to be performed at 1000 hours time since last internal blade inspection or within next 100 hours TIS, whichever is the later. Thereafter at intervals not exceeding 1000 hours TIS.

Effective Date: DCA/HIL/175A - 13 February 1987
DCA/HIL/175B - 13 March 1998

DCA/HIL/176A Torsional Couplings - Inspection

Applicability: All model UH-12E with torsional couplings P/N 21047-9 and -11 and coupling S/N 497 through 766

Requirement: Inspect couplings for condition and clamping per Hiller SB UH-12-21-1 Rev. 2. Renew defective components before further flight.

(FAA AD 82-13-04 refers)

Compliance: Within the next 50 hours TIS, or within 300 hours TIS since 21 November 1980, whichever is the sooner, and thereafter at intervals not exceeding 300 hours TIS

Effective Date: DCA/HIL/176 - 21 November 1980
DCA/HIL/176A - 30 July 1982

DCA/HIL/177 Lower Gearcase Oil Jets - Inspection

Applicability: All model UH-12E converted to turbine power under Soloy Conversions Ltd STC's SH177WE and SH178WE

Requirement: To prevent failure of Soloy transmission oil lubrication jets and hence complete transmission failure, inspect per Soloy Conversions Ltd SB 14-560. Renew defective jets before further.

(FAA AD 80-23-02 refers)

Compliance: Within the next 25 hours TIS or by 18 January 1981 whichever is the sooner

Effective Date: 18 December 1980

Note: Requirement notified to registered owners on effective date

DCA/HIL/178 Transmission Drive - Modification

Applicability: All model UH-12E converted to turbine power under Soloy Conversions Ltd STC's SH177WE and SH178WE

Requirement: To prevent engine, transmission or driveline failure and resultant loss of power, embody engine output coupling shaft Soloy P/N 660-2408-3 per Soloy Conversions Ltd SB 12-560.

(FAA AD 80-19-02 refers)

Compliance: Within the next 300 hours TIS or by 30 April 1981 whichever is the sooner

Effective Date: 23 January 1981

DCA/HIL/179 Rudder Control Cables - Inspection

Applicability: All model UH-12E (with main transmission) prior to S/N 5138

Requirement: Inspect cables per Hiller SB UH12-32-2 and before further flight remove from service all 7 x 7 cables

Compliance: Within the next 50 hours TIS

Effective Date: 6 March 1981

DCA/HIL/180 Main Rotor Blades - Inspection and Rework

Applicability: All model UH-12E with blades P/N 53200-03

Requirement: Inspect and rework per Hiller SB UH12-51-8. Remove from service any blade found defective

Compliance: Within the next 50 hours TIS and thereafter whenever blade tip cap is removed for any reason

Effective Date: 26 June 1981

DCA/HIL/181A Main Transmission - Inspection and Spacer Replacement

Applicability: All model UH-12 series aircraft fitted with main transmission P/Ns 23500-3, 23700-3, 23700-5, 23700-7 or 23700-9 and aircraft with Soloy Conversions STCs SH177WE and SH178WE embodied.

Requirement: To prevent failure of the main transmission, accomplish the following:

1. Inspect the main transmission oil filter and chip detector per paragraph 2 of Hiller Service Notice No. 23-2.

If magnetic chips or a quantity of gold colored flecks are present in the filter bowl, open the transmission and inspect the planetary system. Replace worn parts, per the Hiller Overhaul Manual, before further flight.

If no chips are present on the magnetic chip detector, and only a trace of gold flecks are found in the filter bowl, clean the filter and bowl, and re-install. Make a detailed log book entry of the condition.

2. Replace P/N 23586-3 spacers with serviceable parts.

(FAA AD 81-17-03 refers)

Compliance: 1. Within the next 25 hours TIS, unless already accomplished and thereafter at intervals not to exceed 25 hours TIS for turboshaft powered aircraft, and 50 hours TIS for reciprocating engine powered aircraft.

2. Within 1200 hours TTIS or within the next 100 hours TIS, whichever is the later.

Effective Date: DCA/HIL/181 - 10 September 1981
DCA/HIL/181A - 27 July 2006

DCA/HIL/182A Tail Rotor Blades – Inspection and Replacement

Applicability: All model UH-12 series aircraft including military models H-23F and OH-23G.

Requirement: To prevent tail rotor skin cracks, accomplish the following:

1. Visually inspect the tail rotor blades for skin cracks or loose rivets.

If cracks or loose rivets are found, replace the tail rotor blades, prior to further flight.

Inspect the four vent holes in the tail rotor blades for obstructions as indicated in part 2 of Hiller Aviation Service Bulletin UH-12-55-1.

If either of the vent holes at the root end of the tail rotor blade are found to be obstructed, replace the blades, before further flight.

If the root vent holes of the tail rotor blades are found to be unobstructed, inspect the tip vent holes and clear any obstruction, before further flight.

2. Visually inspect the tail rotor blades to determine that the four vent holes are clear of obstruction.

If obstructions are found, perform the appropriate corrective actions per requirement 1, before further flight.

(FAA AD 81-18-02 refers)

Note: The visual inspections per requirement 2 may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Compliance: 1. Before further flight, unless already accomplished.

2. Before every flight.

Effective Date: DCA/HIL/182 - 2 October 1981

DCA/HIL/182A - 27 July 2006

DCA/HIL/183 Fuel Quantity Indicator - Modification and Placard

Applicability: All model UH-12E

Requirement: 1. Install yellow caution marking and paint slippage mark per Hiller SB UH-12-72-3.

2. Adjacent to fuel gauge and in clear view of pilot, affix placard which reads:

"Indicated fuel quantity within caution arc available for level flight only"

Compliance: Within next 100 hours TIS

Effective Date: 16 October 1981

DCA/HIL/184 Torsional Coupling/Mercury Clutch Assembly - Rework

Applicability: All model UH-12E not converted to turbine power under Soloy Conversions Ltd STC's SH177WE and SH178WE

Requirement: To preclude possible power loss to main and tail rotors accomplish the following:

Remove the four P/N 21041 bolts and four AN960 - 716L washers attaching mercury clutch to torsional coupling and replace with new P/N 21041 bolts and P/N 21074-3 washers. The four bolts removed must be considered no longer airworthy and marked accordingly.

(FAA AD 82-10-96 refers)

Compliance: Within the next 50 hours TIS

Effective Date: 25 June 1982

DCA/HIL/185 Torsional Coupling Assembly - Inspection

Applicability: All model UH-12E with engine drive torsional coupling assemblies P/N 21047-9 or -11 having S/N 704 through 766 and P/N 21047-15, all S/Ns

Requirement: To detect possible cracks and prevent failure of engine drive torsional coupling assembly, accomplish the following:

1. Remove affected coupling assemblies which have a rubber cure date stamp of December 1980 or later.

2. Clean and inspect lower housing P/N 21046 in the eight window areas adjacent to engine attachment flange using a fluorescent penetrant method.

3. Renew cracked housings before further flight.

(FAA AD 82-16-07 refers)

Compliance: Within the next 10 hours TIS and thereafter at intervals not exceeding 50 hours TIS

Effective Date: 11 August 1982

Note: Requirement notified to registered owners on effective date.

DCA/HIL/186 Tail Rotor Blades - Removal

Applicability: All model UH-12E with tail rotor blade assembly P/N 55073

Requirement: To prevent failure of tail rotor blade assembly determine the serial numbers of the tail rotor blades installed on the aircraft. The serial number is located on a raised rectangular boss on the barrel section of the blade root fitting. Remove from service before further flight any tail rotor blades with the following serial numbers:

3028	3089	9506	9584
9607	10245	10516	10917
13278	14715	14898	15073
15285	15978	16114	20918

(FAA AD 90-15-01 refers)

Compliance: Within the next 5 hours TIS

Effective Date: 16 July 1990

Note: Requirement notified to registered owners on effective date

DCA/HIL/187 Tail Rotor Control Cable - Inspection

Applicability All model UH-12E

Requirement: To prevent failure of tail rotor control cables and loss of control of the helicopter, accomplish the following:-

Inspect tail rotor control cables, paying close attention to areas where cables change direction around pulleys underneath the engine. Inspect cables for cleanliness, wear, broken strands, bends, and fraying. Replace damaged cables before further flight.

Inspect cables for proper tension. If necessary adjust tension before further flight.

Compliance: Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 1 September 1995

DCA/HIL/188 Control System Pivoting Joints - Modification

Applicability: Model UH-12, UH-12A, UH-12B, UH-12C, UH-12D, UH-12E, UH-12E-L, UH-12L, and UH-12L4.

Requirement: To prevent separation of the control system attachments at pivoting points and subsequent loss of control of the helicopter, accomplish the following:-

Replace all un-drilled shank bolts at pivoting joints in the control system linkage with drilled-shank bolts, and install castellated nuts and cotter pins per Hiller SB 10-4, Revision 2.

(FAA AD 2000-24-21 refers)

Compliance: By 31 December 2001

Effective Date: 21 December 2000

DCA/HIL/189 Main Rotor Blades – Removal from Service

Applicability: All model UH-12E

Requirement: To prevent failure of accident damaged main rotor blades that have undergone suspect repairs, accomplish the following:-

1. Determine the P/N and S/Ns of main rotor blades fitted. If main rotor blades P/N 2253-1101-04, S/N 4333 or 7106 is found fitted, remove from service and notify the CAA.

2. Do not fit main rotor blades P/N 2253-1101-04, S/N 4333 or 7106 to any helicopter.

Compliance: 1. Before further flight.

2. From the effective date of this AD.

Effective Date: 1 March 2001

DCA/HIL/190 Tail Rotor Tension-Torsion Bars – Inspection and Replacement

Applicability: All model UH-12 series aircraft.

Requirement: To prevent Tension-Torsion Bar (T-T bar) failures due to the possibility of excessive stresses in the T-T bars which may result from adverse accumulation of machining and assembly tolerances and unfavorable orientation of the T-T bar within the blade assembly which could cause loss of tail rotor directional control, accomplish the following:

1. Disassemble the tail rotor blade sufficiently to determine the diamentional clearance between the outside diameter of the tail rotor yoke and the inside diameter of the oilite bushings within the blade root fitting.

If the differences in diameters exceed 0.005 inches, replace the bushings as necessary, to obtain clearances between 0.001 inch and 0.003 inch, before further flight.

Determine the run-out of the T-T bar at the Rosan insert in the yoke and at the end block in the blade root fitting, per the run-out measuring method in Hiller Service Bulletin No. 53.

Determine the orientation of the axes of the T-T bar as originally assembled. The major axis of the T-T bar elliptical section must be 90 degrees plus or minus 15 degrees to the blade chord.

If the major axis of the T-T bar elliptical section is found to be within 15 degrees of the blade chord perpendicular, and if the run-out is not greater than tolerances specified in SB No. 53, the T-T bar may remain in service.

If one or both of the above conditions are not satisfactory, the T-T bar must be replaced, before further flight.

2. Replace all T-T bars regardless of condition, per Hiller Service Bulletin No. 53.

(FAA AD 56-09-01 refers)

Note: T-T bars which have been removed from service are to be destroyed and not to be fitted to any aircraft.

Compliance: 1. Before further flight, unless already accomplished, and thereafter inspect the diametral clearance between the outside diameter of the tail rotor yoke and the inside diameter of the oilite bushings within the blade root fitting, at intervals not to exceed 150 hours TIS.

2. Within 600 hours TTIS.

Effective Date: 27 July 2006

DCA/HIL/191 Carburettor Mixture Control - Modification

Applicability: All model UH-12 series aircraft fitted with Marvel- Schebler Automatic Altitude Compensating Carburettor Model MA-4-5AA (Aircooled P/N 19588).

Requirement: To prevent inadvertent engine stoppage in flight, due to the possibility of the cockpit carburettor mixture control being set to "ALT.COMP" before takeoff, remove the cockpit carburettor mixture control from the cockpit and secure the mixture setting at the carburettor in the "ALT.COMP" position.

(FAA AD 58-02-03 refers)

Note: A Hiller service bulletin covering this subject and a FAA approved Helicopter Flight Manual revision will be published.

Compliance: By 27 August 2006, unless already accomplished.

Effective Date: 27 July 2006

DCA/HIL/192 Cyclic Control Scissor Castings – Inspection and Replacement

Applicability: All model UH-12 series aircraft fitted with cyclic control scissors castings P/N 34141.

All model UH-12, UH-12A and UH-12B aircraft with Hiller Service Bulletin Numbers 50 or 50A embodied.

Model UH-12C series aircraft, S/Ns 934 onward.

All model UH-12D aircraft.

Requirement: To prevent failure of the cyclic control scissor castings due to improper casting techniques, accomplish the following:

1. Inspect the cyclic control scissor castings P/N 34141 for cracks. If cracked replace, before further flight.

2. Replace cyclic control scissor castings P/N 34141 (including basic number and all dash numbers).

(FAA AD 59-05-05 refers)

Note: The installation of a new forging P/N 34158, is a terminating action to the requirements of this AD. This forging has unlimited service life.

Compliance: 1. Before every flight if the part has accumulated more than 275 hours TIS.

2. At 300 hours TTIS or within 25 hours TIS, whichever is the later, unless already accomplished.

Effective Date: 27 July 2006

DCA/HIL/193 Wobble Plate Screws – Inspection and Replacement

Applicability: All model UH-12 and UH-12A aircraft fitted with wobble plate shield P/N 34126 and forged lower cyclic scissors P/N 34158.

All model UH-12B and UH-12C aircraft fitted with forged lower cyclic scissors P/N 34158.

All model UH-12D aircraft.

Model UH-12E aircraft, S/Ns 942, 954 and 2001 through 2018.

Requirement: To prevent contact between the lower cyclic scissors and the filister head screws attaching the wobble plate shield, which could result in damage to the lower scissors and subsequent loss of cyclic control, accomplish the following:

1. Inspect the lower cyclic scissors for screw head contact damage. Damaged scissors must be replaced, before further flight.

2. Replace the filister head screws attaching the wobble plate shield with AN 509-8R4 flush head screws, per the procedures in Hiller Service Bulletins No. 87 or No. 2004.

(FAA AD 59-25-03 refers)

Note: The accomplishment of requirement 2 is a terminating action to the inspection requirement of this AD.

Compliance: 1. Before the first flight of the day.

2. By 27 August 2006, unless already accomplished.

Effective Date: 27 July 2006

DCA/HIL/194 Tail Rotor Blades – Inspection and Replacement

Applicability: All model UH-12, UH-12A, UH-12B and UH-12C aircraft, fitted with tail rotor blades P/Ns 55008 or 55012.

Requirement: To prevent prevent failures tail rotor blades, accomplish the following:

1. Inspect the outer surface of the skin on both sides of the tail rotor blades for cracks in the area of the outer tension torsion bar retention bolt and the adjacent rivet pattern through the outer end of the root fitting. Paint must be removed from the areas to facilitate inspection.

Any blades found cracked must be removed and replaced with P/N 55064 blades, before further flight.

2. Replace all tail rotor blades P/Ns 55008 and 55012 with tail rotor blades P/N 55064, per Hiller Service Bulletin No. 80.

On all helicopters fitted with the large diameter (1.375 inch) spar stabilizer P/N 37003, install a stabilizer strut, per Hiller Service Bulletin No. 75B.

On all aircraft fitted with the small diameter (1 inch) spar stabilizer P/N 37001, install a stabilizer strut, per Hiller Service Bulletin No. 83.

(FAA AD 63-04-02 refers)

Compliance: 1. Before every flight.

2. Within the next 50 hours TIS.

Effective Date: 27 July 2006

DCA/HIL/195 Main Rotor Blades – Inspection and Replacement

Applicability: All model UH-12 aircraft.

Requirement: Inspect main rotor blade P/N 53100 for cracks, using dye penetrant. Replace cracked blades, before further flight.

(FAA AD 71-25-08 refers)

Compliance: Within 10 hours TIS, unless already accomplished.

Effective Date: 27 July 2006

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: Links to state of design airworthiness directives | aviation.govt.nz
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.

2015-20-51 Main Rotor Blade Fork – Inspection

Effective Date: 25 September 2015

*** 2025-15-02 Main Rotor Transmission Drive Shaft – Inspection**

Applicability: UH-12E (Army OH-23G and H-23F) and UH-12E-L helicopters, fitted with a main rotor (M/R) transmission drive shaft(drive shaft) P/N 23600.

Note: Hiller Aircraft Corporation Main Rotor Transmission Assembly Overhaul Manual, Manual 63-20, for UH-12E Series Helicopters, accepted May 6, 2015, contains additional information pertaining to inspecting the M/R drive shaft and refers to a M/R driveshaft as a transmission M/R mast and M/R drive shaft, interchangeably.

Effective Date: 24 September 2025

Airworthiness Directive Schedule

Aeroplanes

Pilatus PC-12 Series

28 August 2025

Notes:

1. This AD schedule is applicable to Pilatus PC-12 series aircraft manufactured under EASA Type Certificate No. A.089.
2. The European Union Aviation Safety Agency (EASA) (previously the Swiss Federal Office of Civil Aviation (FOCA)) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

HB 1996-139 Hydraulic Handpump Installation

Effective Date: 18 March 1996

HB 1996-416 Propeller De-Icing Controller

Effective Date: 30 September 1996

HB 1996-535A Elevator

Effective Date: 30 November 1996

HB 1997-001 Magnetic Compass Deviation

Effective Date: 01 January 1997

HB 1997-002 Automatic Disconnect Circuit for the Non-Ess. Bus/Nav Converter (KN 40)

Effective Date: 01 January 1997

HB 1997-174 Aileron Tie-Rod Assembly

Effective Date: 30 April 1997

HB 1997-249A Executive Cabin Layout

Effective Date: 31 May 1997

HB 1998-126 Fuel Storage – Vent Valve System

Effective Date: 15 May 1998

HB 1998-179 Corporate Commuter Cabin Layout

Effective Date: 15 June 1998

HB 1998-352 Alternate Flap System

Effective Date: 28 September 1998

HB 1998-426 Magnetic Compass Swing

Effective Date: 06 November 1998

HB 1998-460 Flap Actuator

Effective Date: 23 November 1998

HB 1998-537 Electrical Power Cut-Out Relay

Effective Date: 29 December 1998

HB 1999-142 Limited Service-Life Flap Screw Actuators

Effective Date: 17 February 1999

HB 1999-143 Electrical Power – Generator 2 Excitation

Effective Date: 19 February 1999

HB 1999-241 Flap Drive Shafts

Effective Date: 08 May 1999

HB 1999-348 Windshield Heat Wiring

Effective Date: 28 June 1999

HB 1999-353 Flap Inboard Attachment Fittings

Effective Date: 12 July 1999

HB 1999-406 Stick Pusher Servo and Capstan

Effective Date: 16 August 1999

HB 1999-542 Electrical Power-Suppression Filter

Effective Date: 29 October 1999

HB 2000-007 Powerplant – Chafing of Pipe Assemblies

Effective Date: 17 January 2000

HB 2000-393 Windshield De-ice System – Wires and Circuit Breakers

Effective Date: 06 September 2000

HB 2000-443 Flap System – Modification

Effective Date: 09 November 2000

HB 2000-444 Flap Control and Warning Unit (FCWU)

Effective Date: 09 November 2000

HB 2001-001 Passenger Oxygen System – Rear Bench Seat

Effective Date: 28 December 2000

HB 2001-070 Flap Control Wiring – Modification

Effective Date: 12 February 2001

HB 2001-389R1 Cargo Door End Frame – Lightening Holes

Effective Date: 25 June 2001

HB 2001-603 Main Landing Gear – Special Bolts

Effective Date: 05 November 2001

HB 2001-636 Firewall Insulation – Application of Adhesive Tape

Effective Date: 26 November 2001

HB 2002-608 Rear Pressure Bulkhead

Effective Date: 01 November 2002

HB 2002-609 Operation Limitation Placard

Effective Date: 01 November 2002

HB 2002-658 Passenger Seats – Part Number and Pedestal Leg Assembly

Effective Date: 30 November 2002

HB 2002-659 Overhead Panel – Switch Caps Replacement

Effective Date: 30 November 2002

HB 2003-251 Engine Driven Fuel Pump – Inspection / Replacement

Effective Date: 16 June 2003

HB 2003-301 Fuel Booster Pump Wiring – Inspection / Modification

Effective Date: 17 July 2003

HB 2003-522 Main Landing Gear – Shock-Absorber Attachment Bolts

Effective Date: 14 November 2003

HB 2004-068 Inboard and Outboard Flap Flexible Shafts

Effective Date: 15 March 2004

HB 2004-101 Generator Control Unit – Replacement

Effective Date: 06 April 2004

HB 2004-182 Passenger Oxygen System – Oxygen Pipes

Effective Date: 21 May 2004

HB 2004-330 Main Landing Gear Actuator – Replacement

Effective Date: 23 August 2004

HB 2005-079 Windshield Deice System Wiring – Inspection

Effective Date: 18 February 2005

HB 2005-128 Pitch Actuator – Replacement

Effective Date: 29 March 2005

HB 2005-168 Landing Gear Components – Inspection

Effective Date: 10 May 2005

HB 2005-288 Main Landing Gear Special Bolt Assembly – Inspection

Effective Date: 06 July 2005

HB 2005-470 Crew Seats – Backrest Tubes – Life Limitations

Effective Date: 30 December 2005

HB-2006-223 Fuselage – Centre Fuselage Frame 21 – Inspection

Effective Date: 20 April 2006

HB-2006-444 Executive Passenger Seats Legs – Identification / Replacement

Effective Date: 14 November 2006

HB 2007-382 Main Landing Gear Special Bolts – Identification

Effective Date: 03 September 2007

2007-0235 Torque Oil Pressure Pipe & Hose Assemblies – Inspection / Replacement

Effective Date: 14 September 2007

2008-0047 Elevator Control Stick-Pusher Servo-Cable Tension & Cable Clamp Bolts

Effective Date: 13 March 2008

2008-0163 Cancelled – EASA AD 2023-0184 refers

Effective Date: 2 November 2023

2009-0007 Overboard Vent for the Airfoil Deice System Pressure Regulator

Effective Date: 27 January 2009

2009-0040 Elevator and Tab – Stick-Pusher Servo-Cables – Inspection

Effective Date: 01 March 2009

2009-0060 Nose Gear – Torque Tube of the Nose Wheel Steering – Replacement / Limitations

Effective Date: 25 March 2009

2009-0086 Nose Landing Gear – Right Hand Upper Drag Link – Inspection / Life Limitation

Effective Date: 28 April 2009

2009-0249 Air Data, Attitude and Heading Reference System (ADAHRS) – Modification

Effective Date: 04 December 2009

2010-0093 Engine Controls – Power Control Lever Reverse Thrust Latch – Inspection / Modification

Effective Date: 03 June 2010

2013-0031 Cancelled – EASA AD 2014-0170 refers

Effective Date: 31 July 2014

2013-0114 Navigation – Electronic Standby Instrument System / Power Return Wires – Modification

Effective Date: 11 June 2013

2014-0170 Cancelled – EASA AD 2016-0083 refers

Effective Date: 12 May 2016

2015-0060 Aileron Tab Counter Balance Weight - Replacement

Effective Date: 24 April 2015

2015-0111 Aileron Control System – Inspection

Effective Date: 30 June 2015

2016-0037 Wing-To-Fuselage Attachment Torlon Plates – Inspection

Effective Date: 11 March 2016

2016-0081 Engine Mount Frame Swage Tube Ends – Inspection

Effective Date: 2 May 2016

2016-0083 Cancelled – EASA AD 2021-0005 (Correction) refers

Effective Date: 28 January 2021

2017-0024 Primus APEX Build 10 or 10.9 – Amendment

Effective Date: 27 February 2017

2019-0032 MLG Spring Pack Assemblies – Inspection

Applicability: PC-12/47E aircraft, S/N 1300, S/N 1451 and onwards.

Effective Date: 1 March 2019

2019-0129 Horizontal Stabiliser Rear Attachment Bolts – Inspection

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, all S/N.

Effective Date: 27 June 2019

2019-0231 Flap Drive System – Inspection

Applicability: PC-12/47E aircraft, S/N 1576 and onwards.

Effective Date: 27 September 2019

2020-0229 Fuel Transfer Injector – Inspection

Applicability: PC-12/47E aircraft, S/N 2001 and onwards.

Effective Date: 3 November 2020

2021-0005 Cancelled - EASA AD 2021-0214 refers

Effective Date: 1 October 2021

2021-0010 Inward Vent Valve – Inspection

Applicability: PC-12/47E aircraft, S/N 1720, and S/N 2001 and onwards.

Effective Date: 28 January 2021

2021-0110 Cancelled by EASA on 3 November 2021

Effective Date: 25 November 2021

2021-0214 Cancelled – EASA AD 2022-0103 refers

Effective Date: 30 June 2022

FAA AD 2021-24-01 Aerodynamic Fairing - Inspection

Applicability: PC-12/45, PC-12/47, and PC-12/47E aircraft, all S/N embodied with a Spectre Lift Platform System installed in accordance with STC SA00634DE.

Effective Date: 13 January 2022

2022-0103 Cancelled – EASA AD 2023-0184 refers

Effective Date: 2 November 2023

2022-0158 Cancelled – EASA AD 2022-0245 refers

Effective Date: 26 December 2022

2022-0212 Air Conditioning Compressor Condenser Cables - Inspection

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, S/N 466, 467, 725, 861, 1032, 1052, 1082, 1115, 1232, 1411, 1428, 1439, 1530, 1541, 1663, 1725 and 1802.

Effective Date: 1 November 2022

2022-0245 NLG and MLG Actuators - Inspection

Applicability: PC-12/47E aircraft, S/N 1300, 1451 and onwards.

Effective Date: 26 December 2022

2023-0184 Airworthiness Limitations - Amendment

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, all S/N.

Effective Date: 2 November 2023

*** 2025-0182 Emergency Exit / Passenger Service Unit Trim Panel - Inspection**

Applicability: PC-12/47E aircraft, S/N 2001 through to 2999 inclusive.

Effective Date: 8 September 2025