



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 26-08

Effective date 3 September 2026

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 26-08****3 September 2026**

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters AS 350 Series	EASA AD 2026-0146	Mechanical Dropping Control - Inspection	3-Sept-26
Airbus Helicopters AS 355 Series	EASA AD 2026-0146	Mechanical Dropping Control - Inspection	3-Sept-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0091	Cancelled – EASA AD 2026-0151 refers	3-Sept-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0151	Main Rotor Drive Hub Shaft - Inspection	3-Sept-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0152	Vapour Cyle Airconditioning System - Inspection	6-Aug-26
Airbus Helicopters EC 130 Series	EASA AD 2026-0146	Mechanical Dropping Control - Inspection	3-Sept-26
Aircraft Seats and Harnesses Bell 222 Series	UK CAA AD G-2026-0003	IrvinGQ Crewman Restraint – Inspection	3-Sept-26
	Transport Canada AD CF-2026-39	Tail Rotor Pitch Horn – Inspection	3-Sept-26
Guimbal Cabri G2	EASA AD 2026-0095R1	Cancelled – EASA AD 2026-0147	30-Jul-26
Guimbal Cabri G2	EASA AD 2026-0147	Main Rotor Mast - Inspection	30-Jul-26
Leonardo A109 and AW109 Series	EASA AD 2024-0004R1	Centre Fuselage Frame Assembly – Inspection	3-Sept-26
Leonardo A109 and AW109 Series	EASA AD 2026-0168	Tail Gearbox and Chip Detector – Inspection	7-Sept-26
Lycoming AEIO-540 and IO-540 series	FAA AD 2026-17-10	Piston Pin – Inspection	14-Sept-26
Lycoming O-235 series	FAA AD 2026-17-10	Piston Pin – Inspection	14-Sept-26
Lycoming O-540 series	FAA AD 2026-17-10	Piston Pin – Inspection	14-Sept-26
Safran Helicopter Engines Arriel 2 Series	EASA AD 2017-0121	Cancelled – EASA AD 2026-0153 refers	3-Sept-26
Safran Helicopter Engines Arriel 2 Series	EASA AD 2025-0079	Cancelled – EASA AD 2026-0153 refers	3-Sept-26
Safran Helicopter Engines Arriel 2 Series	EASA AD 2026-0153	Airworthiness Limitations - Amendment	3-Sept-26
Safran Helicopter Engines Arrius 1A Series	EASA AD 2026-0128 (Correction)	Hydromechanical Measuring Unit – Replacement	3-Sept-26
Yakovlev/Aerostar Series	UK CAA MPD 2026-004	Landing Gear and Flap Actuator - Inspection	7-Sept-26

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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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.

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. 26-09 is scheduled for issue on Thursday 24 September 2026.**

Notes on New and Revised Airworthiness Directives

Airbus Helicopters Deutschland MBB-BK117 Series EASA AD 2026-0151 Main Rotor Drive Hub Shaft - Inspection

This AD is prompted by an occurrence reported to EASA of finding a crack in the affected part of a helicopter which was detected during the troubleshooting accomplished after the crew reported increased vibration of the helicopter.

This condition, if not corrected, could result in failure of the main rotor transmission and possible loss of helicopter control.

To address this potential unsafe condition, Airbus Helicopters (AH) issued the original issue of EASB MBB-BK117-63-21-0002 with instructions for a one-time visual inspection of the affected part.

Consequently, EASA issued AD 2026-0078-E to require a visual inspection of the affected parts, and, depending on findings, to contact AH for reporting and for applicable corrective action(s).

After that AD was issued, AH issued EASB MBB-BK117-63-21-0002 at issue 002 to update the compliance time inspection thresholds and add recurring visual inspections.

Consequently, EASA issued AD 2026-0091, retaining the requirements of superseded EASA AD 2026-0078-E, additionally requiring repetitive visual inspections of the affected parts.

Since that AD was issued, AH issued an EASB as defined in this AD with instructions for repetitive eddy current (EC) inspections and updated the compliance time for the affected part on helicopters used for hoist operations.

For the reasons described above, AD 2026-0151 retains the requirements in superseded EASA AD 2026-0091 and additionally requires repetitive EC inspections and updates the compliance time to keep into account hoist operations.

This AD is still considered an interim action, and further AD action may follow.

The EASA AD can be obtained from the EASA AD webpage at: <http://ad.easa.europa.eu/>

Airbus Helicopters Deutschland MBB-BK117 Series EASA AD 2026-0152 Vapour Cyle Airconditioning System - Inspection

EASA AD 2026-0152 with effective date 6 August 2026 is applicable to MBB-BK117 C-1 helicopters, all S/N.

This AD is prompted by an occurrence reported to EASA of finding an affected part detaching in flight.

An investigation identified that the louver box assembly had not been installed correctly.

This condition, if not detected and corrected could result in an in-flight loss of parts with possible impact of the main, or tail rotor and reduce helicopter control.

To address this unsafe condition, Airbus Helicopters (AH) issued an EASB with instructions for a recurring inspection of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

For the reasons described above, this AD requires the accomplishment of the recurring inspection and, depending on findings, corrective action(s).

This AD is considered to be an interim action, and further AD action may follow.

The EASA AD can be obtained from the EASA AD webpage at: <http://ad.easa.europa.eu/>

Guimbal Cabri G2 EASA AD 2026-0147 Main Rotor Mast - Inspection

This AD is prompted by an occurrence reported to EASA of finding a crack in the main rotor (MR) mast of a helicopter which was found by the maintenance organisation after the crew had reported an abnormal increase in vibration. This condition, if not detected and corrected, could result in failure of the MR mast and possible loss of helicopter control.

To address this potential unsafe condition, Hélicoptères Guimbal (HG) issued an interim SB with inspection instructions for the affected part, and EASA issued Emergency AD 2026-0095-E, later revised to require inspections of the affected part and, depending on findings, to contact HG for applicable corrective action(s).

Since that AD was published, HG has received reports of finding pitting corrosion in MR masts on which the modification SB has been embodied 'in service'.

The pitting corrosion was not immediately visible because it was covered by the paint applied in service during embodiment of the modification SB.

HG subsequently issued SB 26-010 with addition instructions for 'chemical stripping' of the paint (before inspection), applicable for those MR masts which have been painted in service (during embodied the modification SB) and which, on the effective date of this AD, have not been inspected in accordance with the instructions of SB 26-009, and also for those painted MR masts which already passed (with no discrepancies found) an inspection in accordance with the instructions of SB 26-009, because these masts need to be inspected again, but now after paint removal.

For the reason described above, this AD retains the requirements of superseded EASA AD 2026-0095R1 and introduces 'additional work' as described in HG SB 26-010 for certain helicopters.

This AD is still considered an interim action, and further AD action may follow.

Lycoming AEIO-540, IO-540, O-235 and O-540 series engines FAA AD 2026-17-10 Piston Pin – Inspection

FAA Emergency AD 2026-17-10 with effective date 14 September 2026 is prompted by reports received by the FAA from Lycoming of metal particulates found in the engine oil during oil change, and two non-detectable engine failures on Lycoming O-235, O-540, and IO-540 engines.

A manufacturer investigation revealed that certain thin-wall piston pins were manufactured with microcracks and inclusions in the base metal due to honing and tooling process changes from the piston pin supplier, making the pins more susceptible to failure.

Piston pin failure can cause metal debris to circulate throughout the engine, which can damage bearings, cylinders and could block oil passages and result in oil starvation.

As a result, Lycoming Engines issued updated service material with a list of affected engines and instructions for replacement of the affected piston pins and inspection of the oil for metal particulates.

The FAA is issuing this AD to prevent failure of the piston pins. This condition, if not addressed, could result in engine failure, loss of thrust control, in-flight engine shutdown, damage to the aircraft, and loss of aircraft control. The FAA is issuing this AD to address the unsafe condition on these products.

The FAA AD can be obtained from the FAA AD webpage at: [Dynamic Regulatory System](#)

Safran Helicopter Engines Arriel 2 Series EASA AD 2026-0153 Airworthiness Limitations - Amendment

The airworthiness limitations and maintenance tasks for the SAFRAN ARRIEL 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1, 2S2, 2D, 2E, 2H, 2L2 and 2N engines, which are approved by EASA, are currently defined and published in the respective SAFRAN Maintenance Manuals (MM) and Overhaul Manuals (OM) for the various engine models. These instructions have been identified as mandatory for continued airworthiness. Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2017-0121 and AD 2025-0079 to require life limits and/or mandatory tasks for SAFRAN ARRIEL 2C, 2C1, 2C2, 2S1, 2S2, 2D, 2E, 2H, 2L2 and 2N engines. The SAFRAN ARRIEL 2B, 2B1 and 2B1A engines had not previously been subject to any AD.

Since EASA AD 2025-0079 and AD 2017-0121 were issued, SAFRAN also published dedicated OMs for each engine model, as defined in the ALS, which supersede SAFRAN ARRIEL 2 OM X292 R1 500 2, which previously incorporated the airworthiness limitations and maintenance tasks for all SAFRAN ARRIEL 2 series engines. Consequently, also the ALS sections (Chapter 05-10) of the SAFRAN ARRIEL 2 MMs for the various ARRIEL 2 engines, have been updated to reflect these new OM number, as applicable, without introducing any new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2017-0121 and AD 2025-0079, which are superseded, expands the Applicability, and requires accomplishment of the actions specified in the ALS.

Safran Helicopter Engines Arrius 1A Series EASA AD 2026-0128 (Correction) Hydromechanical Measuring Unit – Replacement

During an acceptance test of one HMU a drift in the measured fuel flow was noticed.

The investigation revealed that the drift was related to a torn constant delta P valve diaphragm of the HMU, and identified a batch of diaphragms possibly affected by a similar issue.

This condition, if not corrected, could result in an uncommanded in-flight shutdown of the engine, which may result in a significant reduction in helicopter control.

To address this potential unsafe condition, SAFRAN issued the MSB to provide instructions to replace the affected HMUs.

For the reason described above, this AD requires replacement of the affected HMUs, and prohibits their (re)installation.

This AD is re-issued to correct an erroneous HMU P/N reference.

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

3 September 2026

Schedule:	Date:	
AD Schedule Cover Page	3 SEP 26	
AD Schedule Revision Status	3 SEP 26	
List of New or Revised ADs	3 SEP 26	
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 OCT 25	
Beechcraft 300LW	24 FEB 22	
Boeing-Stearman E75 & A75N1	28 AUG 08	
Bolkow BO 208 C Junior	18 DEC 25	
Bolkow BO 209 Monsun	18 DEC 25	
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	27 NOV 25	
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 /	28 OCT10	
		Dominie)
		De Havilland DH94 Series (Moth Minor)
		De Havilland DHC-1 Series (Chipmunk)
		De Havilland DHC-2 Series (Beaver)
		De Havilland DHC-3 Series (Otter)
		Diamond DA 20 Series
		Diamond DA 40 Series
		Diamond DA 42 Series
		Diamond DA 62 Series
		Douglas DC3C-S1C3G
		Dornier Do 228 Series
		Eagle X-TS & 150 Series
		Embraer EMB-500
		Embraer EMB-820 Series
		Erco 415-D Series (Ercoupe)
		Extra EA 300 Series
		Fairchild SA227
		G-164 Ag-Cat Series
		Gippsland GA200 Fatman
		Gippsland GA8 Airvan
		Grumman American AA-1 & AA-5 Series
		Grumman G-44 Series
		Gulfstream Aerospace G-IV Series
		Gulfstream Aerospace GA-7
		Harvard 2, 2A and 3 Series
		Helio H-250 (Courier)
		Jabiru Aeroplane Series
		Kodiak 100
		Lake LA-4, LA-4-200 & Model 250
		Maule Series
		Miles M38 Messenger
		Mitsubishi MU-2B-26A/-60 Series
		Mitsubishi MU-2B-30 Series
		Mooney M20 Series
		Moravan Zlin Z-50
		Moravan Zlin Z-137T
		Nanchang CJ-6 Series
		North American P-51 Series
		Nomad N22 and N24 Series
		Pacific Aerospace CT/4 Series
		Pacific Aerospace FBA-2C Series
		Pacific Aerospace Fletcher FU24 Series
		Pacific Aerospace Cresco 08-600
		Pacific Aerospace 750XL
		Percival Proctor Mk1
		Percival Proctor Mk5
		Pilatus PC-6 Series
		Pilatus PC-12 Series
		Piper J3 Series
		Piper PA-14 Series
		Piper PA-18 Series
		Piper PA-20 Series
		Piper PA-22 Series
		Piper PA-23 Series
		Piper PA-24 Series
		Piper PA-25 Series
		Piper PA-28 Series
		Piper PA-30 Series
		Piper PA-31 Series
		Piper PA-32 Series
		Piper PA-34 Series
		Piper PA-38 Series
		Piper PA-39 Series
		Piper PA-42 Series
		Piper PA-44 Series
		Piper PA-46 Series
		Pitts S-1 & S-2 Series
		PZL-M18 Dromander Series
		PZL-104 Wilga 35 and 80
		Reims F406 Series
		Robin DR400 Series
		Robin R1180 Series
		Robin R3000 Series
		Rockwell Commander 112 & 114 Series
		Slingsby T67 Series
		Rallye, MS880 and MS890 Series
		Socata TB9, TB10 and TB20 Series

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

3 September 2026

Sud Aviation Gardan Horizon GY 80	18 DEC 08	Grob	25 JUN 26
Supermarine Spitfire	26 AUG 20	KR-03A Puchatek	26 July 18
Taylorcraft BC12-D	26 AUG 20	Lange E1 Antares	28 AUG 14
Tecnam Aircraft	23 JUL 26	LET Blanik L-13 Series	31 AUG 17
Thrush S2R Series	26 OCT 17	M&D Gliders JS-MD Series	25 NOV 21
Transavia PL-12 Series	29 JAN 26	MBB Phoebus Series	11 JUN 93
Twin Commander 500/600 Series	30 MAY 13	PW-5 Smyk	26 JUL 18
Univair Stinson 108 Series	22 FEB 18	PW-6U	26 JUL 18
Vulcanair P68B, P68C and P68C-TC	26 MAR 26	Schempp-Hirth Series	31 JULY 25
Yakovlev/Aerostar Series	3 SEP 26	Schleicher Series	28 JUL 22
Yeoman YA-1 Series	25 OCT 12	Schneider ES52/II Kookaburra	29 OCT 09
Amateur Built		Slingsby Series	22 FEB 18
Amateur Built Aircraft	30 MAY 24	Sportine Aviacija LAK-17 series	25 JUL 19
Ex-military & Vintage Factory		Start & Flug	28 AUG 98
Built Aircraft, not type certified		Stemme S10 Series	31 AUG 22
Ex-military and Vintage Factory Built Aircraft	29 JAN 26	SZD Series (Allstar PZL)	31 JAN 19
Microlight		Technoflug Series	26 APR 02
Microlight	26 FEB 26	Vliegtuigbouw NV Sagitta	11 JUN 93
Helicopters		Balloons	
Helicopter - General	25 SEP 25	Balloons	28 AUG 25
Agusta Bell AB212	30 MAY 24	Ultramagic Balloons	25 FEB 16
Airbus Helicopters SA 315 & SA 316	27 OCT 11	Engines	
Airbus Helicopters AS 350	3 SEP 26	Austro E4 Series	26 SEP 24
Airbus Helicopters AS 355	3 SEP 26	Engines General – Reciprocating Engines	29 JUNE 23
Airbus Helicopters EC 120	31 JUL 25	Blackburn Cirrus	27 JUN 02
Airbus Helicopters EC 130	3 SEP 26	Continental 6-285-C Series	28 MAY 20
Airbus Helicopters EC 155 and SA 365	25 JUN 26	Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Airbus Helicopters Deutschland BO 105	30 OCT 25	Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Airbus Helicopters Deutschland EC 135	4 JUN 26	Continental 240 Series & RR O-240-A Series	28 MAY 20
Airbus Helicopters Deutschland MBB-BK 117	3 SEP 26	Continental 300 Series	28 SEP 23
Bell/Kawasaki-Bell 47 Series	25 JUN 09	Continental 360 Series	28 SEP 23
Bell 205 Series	31 OCT 24	Continental 470 Series	28 SEP 23
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24	Continental 520 Series	28 SEP 23
Bell 212 Series	31 OCT 24	Continental 550 Series	28 SEP 23
Bell 214 Series	26 JUN 14	Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	23 APR 26
Bell 222 Series	3 SEP 26	De Havilland Gipsy	28 AUG 08
Bell 407 Series	27 NOV 25	Franklin	30 OCT 03
Bell 412 Series	31 OCT 24	GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
Bell 427 Series	27 NOV 25	General Electric T-58 Series	25 MAR 04
Bell 429 Series	26 FEB 26	Honeywell Int. LTS101 & T53 Series	30 JUN 22
Bell 505 Series	23 JUL 26	Honeywell International T5508D	26 JUL 12
Bell OH-58 Series	27 NOV 14	Honeywell International TFE731 Series	30 APR 09
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24	Honeywell International TPE331 Series	29 NOV 18
Boeing Vertol 107-II	31 AUG 06	Jabiru 2200 & 3300	27 SEP 12
Brantly Aircraft B-2 Series	23 DEC 21	Kinner R-55 (R-540-1)	29 NOV 07
Enstrom F-28, 280 & 480 Series	27 SEP 18	Limbach Engines	29 JUL 10
Fairchild FH-1100 Series	30 NOV 06	Lycoming Engines - FAA TC E-223	3 SEP 26
Guimbal Cabri G2	3 SEP 26	Lycoming Engines - FAA TC E-229	26 MAR 26
Hiller UH-12C & UH-12E Series	28 AUG 25	Lycoming Engines - FAA TC 1E12	26 MAR 26
Kaman K-1200 Kmax	24 FEB 11	Lycoming Engines - FAA TC E-274	26 MAR 26
Kawasaki BK117 Series	30 OCT 25	Lycoming Engines - FAA TC 1E13	26 MAR 26
Leonardo A109 and AW109 Series	3 SEP 26	Lycoming Engines - FAA TC E-279	26 MAR 26
Leonardo A119 and AW119 Series	26 MAR 26	Lycoming Engines - FAA TC 1E10	26 MAR 26
Leonardo AW169	29 MAY 25	Lycoming Engines - FAA TC E-286	26 MAR 26
MD 369, Kawasaki/Hughes 369 & 500N	25 SEP 25	Lycoming Engines - FAA TC 1E1	26 MAR 26
MD 600N	25 SEP 25	Lycoming Engines - FAA TC E26EA	26 MAR 26
MD 900N	22 OCT 15	Lycoming Engines - FAA TC E16EA	26 MAR 26
Robinson R22 Series	31 OCT 24	Lycoming Engines - FAA TC E-275	28 FEB 19
Robinson R44 Series	19 JUNE 25	Lycoming Engines - FAA TC 1E4	3 SEP 26
Robinson R66 Series	29 FEB 24	Lycoming Engines - FAA TC 1E7	28 FEB 19
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18	Lycoming Engines - FAA TC E14EA	26 MAR 26
Sikorsky Aircraft S-55 Series	25 AUG 05	Lycoming Engines - FAA TC E-295	3 SEP 26
Sikorsky Aircraft S-76 Series	24 JUN 21	Lycoming Engines - FAA TC E-304	26 MAR 26
Gliders		Lycoming Engines - FAA TC 1E15	26 MAR 26
Gliders General	25 NOV 21	Lycoming Engines - FAA TC 108	27 AUG 15
DG Aviation -100 /-200 /-300 /-400 /-500 /-800	29 JAN 26	Lycoming Engines - FAA TC E00004NY	26 MAR 26
/-808 & /-1000 Series		Lycoming Engines - FAA TC E00006NY	26 MAR 26
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22	Mikron III Series	28 JAN 16
Diamond/Hoffmann H36 Dimona	30 JUN 11	Pratt & Whitney Piston Series	23 FEB 23
Eiravion OY Pik 20 Series	11 JUN 93	Pratt & Whitney JT8D Series	27 OCT 95
Elliots Eon 463 Series	29 AUG 97	Pratt & Whitney JT15D Series	30 JUN 22
Glasflugel and HPH Glasflugel	28 OCT 21		

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3 September 2026

Pratt & Whitney PT6 Series	18 DEC 25
Pratt & Whitney PW206 and PW207 Series	30 AUG 12
Pratt & Whitney PW210 Series	23 JUL 26
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	23 JUL 26
Safran Helicopter Engines – Arriel 1 Series	27 MAR 25
Safran Helicopter Engines – Arriel 2 Series	3 SEP 26
Safran Helicopter Engines – Arrius 1A Series	3 SEP 26
Safran Helicopter Engines – Arrius 2B1, 2B2 & 2K1 Series	23 JUL 26
Safran Helicopter Engines – Arrius 2F & 2R Series	25 SEP 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	18 APR 19
HS-6 Series	
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	3 SEP 26
Avionics (previously Radio Communication & Navigation Equipment)	26 MAR 26
Brakes and Wheels	23 APR 26
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	26 FEB 26
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

Helicopters

Airbus Helicopters AS 350 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters AS 350 series manufactured under Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
AS 350B	EASA R.008 (previously DGAC 157)
AS 350B1	EASA R.008 (previously DGAC 157)
AS 350B2	EASA R.008 (previously DGAC 157)
AS 350BA	EASA R.008 (previously DGAC 157)
AS 350BB	EASA R.008 (previously DGAC 157)
AS 350B3	EASA R.008 (previously DGAC 157)
AS 350D	FAA H9EU

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/>

Links to other NAA websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](#)
3. The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
4. Upgraded Eurocopter/Aerospatiale AS 350 series helicopters require that ADs applicable to the original model be reviewed for applicability and complied with accordingly.
5. Modified Eurocopter/Aerospatiale AS 350 series helicopters fitted with AS 355 aircraft parts require that ADs applicable to the AS 355 series be reviewed for applicability and complied with accordingly.
6. The date above indicates the amendment date of this schedule.
7. New or amended ADs are shown with an asterisk *

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DCA/AS350/1 Tail Rotor Swivel Joint - Inspection

- Applicability:** All Model AS350 not incorporating mods. AMS 350A.07.6513 and AMS 350A.07.8515.
- Requirement:** Inspect per Aerospatiale SB 05.01.
(DGAC AD 1978-193-001 refers)
- Compliance:** At intervals not exceeding 50 hours TIS.
- Effective Date:** 17 August 1979

DCA/AS350/2 Tail Rotor Pitch Control Links - Inspection

- Applicability:** All Model AS350 not incorporating mods. AMS 350A.07.6510 or AMS 350A.07.6512 and AMS 350A.07.5524.
- Requirement:** Inspect per Aerospatiale SB 05.02 paras 1C.1(A) and 1C.1(B).
(DGAC AD 1978-193-001 refers)
- Compliance:** Para 1C.1(A) - Prior to every flight.
Para 1C.1(B) - At intervals not exceeding 10 hours TIS.
- Effective Date:** 17 August 1979

DCA/AS350/3 Tail Rotor Gear Box, Attachment Screws - Replacement

- Applicability:** All Model AS350 not incorporating mod. AMS 350A.07.8517.
- Requirement:** Embody replacement screws per Aerospatiale SB 65.07.
(DGAC AD F-1979-012-004 refers)
- Compliance:** Within the next 50 hours TIS
- Effective Date:** 17 August 1979

DCA/AS350/4 Flying Controls - Modification

- Applicability:** All Model AS350 not incorporating mod. AMS 350A.07.0452.
- Requirement:** Embody control rod P/N 704A.34.113 per Aerospatiale SB 67.01.
(DGAC AD 1979-013-005 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished.
- Effective Date:** 17 August 1979

DCA/AS350/5 Main Rotor Dampers - Inspection

- Applicability:** All Model AS350 not incorporating mod. AMS 350.07.6063.
- Requirement:** Inspect per Aerospatiale SB 05.03.
(DGAC AD 1979-104-006 refers)
- Compliance:** At intervals not exceeding 25 hours TIS.
- Effective Date:** 17 August 1979

DCA/AS350/6 Baggage Door - Inspection

- Applicability:** All Model AS350.
- Requirement:** Inspect L.H. baggage door for correct latching per Aerospatiale SB 52.04.
Deficient installations shall be corrected before further flight.
(DGAC AD 1979-133-007 refers)
- Compliance:** By 8 August 1979
- Effective Date:** 31 July 1979

DCA/AS350/7 Tail Rotor Gear Box - Modification**Applicability:** All Model AS350 not incorporating mod. AMS 07.8519.**Requirement:** Modify per Aerospatiale SB 65.08.
(DGAC AD 1979-174-009 refers)**Compliance:** By 31 October 1979**Effective Date:** 28 September 1979**DCA/AS350/8 Tail Rotor Hub - Modification****Applicability:** All Model AS350**Requirement:** Modify per Aerospatiale SB 65.13.
(DGAC AD 1979-217-011 refers)**Compliance:** By 31 January 1980**Effective Date:** 21 December 1979**DCA/AS350/9A Engine Condition Monitoring System - Modification****Applicability:** All Model AS350B not incorporating mods. AMS 07.0615 and 07.0804.**Requirement:** Embody modifications AMS 07.0615 and 07.0804 per Aerospatiale SB 77.02 issue 2.
(DGAC AD 1980-165-014 refers)**Compliance:** Mod. 07.0615 - By 31 March 1980

Mod. 07.0804 - By 31 March 1981

Effective Date: DCA/AS350/9 - 22 February 1980
DCA/AS350/9A - 21 November 1981**DCA/AS350/10 Main Gear Box Temperature Probe - Inspection and Modification****Applicability:** All Model AS350 not incorporating mod. AMS 350A.07.0733.**Requirement:** Inspect and modify per Aerospatiale SB 65.18. Probe installations found defective shall be modified before further flight.
(DGAC AD F-1980-104-013 refers)**Compliance:** Inspection - Prior to next flight unless already accomplished.

Modification - not later than next 300 hour inspection.

Effective Date: 6 June 1980**DCA/AS350/11A Main Rotor Head Assembly - Inspection****Applicability:** All Model AS350**Requirement:** Check starflex attachment bolt torque, inspect and/or renew bolts as necessary, per Aerospatiale SB 05.04 Rev.1.
(DGAC AD 1980-184-015R1 refers).**Compliance:** At 600 hours TTIS and thereafter at intervals not exceeding 400 hours TIS.

Aircraft with 590 hours or more TIS shall be initially inspected within next 10 hours TIS unless already accomplished

Effective Date: DCA/AS350/11 - 21 November 1980
DCA/AS350/11A - 18 March 1988

DCA/AS350/12 Main Rotor Drive - Inspection

- Applicability:** All Model AS350 with bevel gear module P/N 350A32.0300.00, .01 or .02.
- Requirement:** Inspect per Aerospatiale telex service bulletin 05.05. Modules with indications of excessive wear must be removed from service before further flight.
- Compliance:** At 600 hours TTIS and thereafter at intervals not exceeding 150 hours TIS. Modules with 580 hours or more TIS, shall be initially inspected within next 20 hours TIS unless already accomplished.
- Effective Date:** 9 January 1981.

DCA/AS350/13 Main Gear Box Oil - Inspection

- Applicability:** All Model AS350 with spiro conical modules not incorporating mods. 07.7027 or 07.7042.
- Requirement:** Accomplish spectrometric oil analysis per Aerospatiale telex SB 05.06. Modules with indication of excessive wear must be removed from service before further flight. (DGAC AD F-1981-094-018 refers)
- Compliance:** At 300 hours TTIS and thereafter at intervals not exceeding 300 hours TIS.
- Effective Date:** 3 April 1981

DCA/AS350/14 Cargo-Swing Installation - Modification

- Applicability:** All Model AS350 with cargo-swing installation.
- Requirement:** Modify per Aerospatiale SB 25.19. (DGAC AD 1981-067-016 refers).
- Compliance:** Prior to next use of cargo-swing installation.
- Effective Date:** 12 June 1981.

DCA/AS350/15 Engine To Main Gear Box Coupling - Inspection

- Applicability:** All Model AS350.
- Requirement:** Inspect attachment bolts per Aerospatiale SB 01.06 and renew as necessary before further flight. (DGAC AD 1981-084-017 refers)
- Compliance:** At next 300 hour inspection.
- Effective Date:** 12 June 1981.

DCA/AS350/16 Tail Rotor Installation - Inspection

- Applicability:** All Model AS350
- Requirement:** Accomplish dye penetrant and visual inspections per Aerospatiale telex SB 01.07A.
- Compliance:** Dye penetrant inspection - within next 10 hours TIS.
Visual inspection - following last flight on each day aircraft is operated.
- Effective Date:** 13 June 1981

DCA/AS350/17A Tail Rotor Blade Assembly - Retirement

- Applicability:** All Model AS350
- Requirement:** Retire tail rotor pitch change horn assemblies P/N 350A12.1368.01 and 350A12.1368.02 from service. (DGAC AD 1981-184-020 refers)
- Compliance:** P/N 350A12.1368.01 - at 450 hours TTIS.
P/N 350A12.1368.02 - at 1250 hours TTIS.
- Effective Date:** DCA/AS350/17 - 6 July 1981
DCA/AS350/17A - 11 December 1981

DCA/AS350/18B Fin Installation - Inspection and Modification

- Applicability:** All Model AS350 not incorporating mod. 07.1047.
- Requirement:** 1. Inspect per Aerospatiale telex SB 05.07 and SB 05.09.
2. Modify per Aerospatiale SB 55.02 Rev.1.
(DGAC AD F-1982-098-026 refers)
- Compliance:** 1. Inspections - At intervals not exceeding 10 hours TIS until modified per Aerospatiale SB's 55.02 Rev.1 and 55.03 respectively.
2. Modification - within next 100 hours TIS.
- Effective Date:** DCA/AS350/18A - 12 February 1982
DCA/AS350/18B - 27 August 1982

DCA/AS350/19C Cancelled – DCA/AS350/31A refers

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

- Applicability:** All Model AS350 with tail rotor blades, P/N 350.12.0020 all dash numbers, 350.12.0030.00 all dash numbers and 350A.08.1011.00.
- Requirement:** Inspect tail rotor blades for bonding separation of leading edge stainless steel protection strips per Aerospatiale work card AS350.65.20.601.
(DGAC AD 1982-024-024 refers).
- Compliance:** 1. Blades with 100 hours or less TTIS or since overhaul - at intervals not exceeding 10 hours TIS until accumulation of 100 hours TIS and thereafter per Aerospatiale M.S.R. AS350 CH5.24 P.2 latest issue.
2. Blades which have exceeded 100 hours TTIS or since overhaul - within next 10 hours TIS, and thereafter per Aerospatiale M.S.R. AS350 CH5.24 P.2 latest issue.
- Effective Date:** 30 April 1982

DCA/AS350/21C Cancelled – DCA/AS350/50 now refers

Effective Date: 28 August 1998

DCA/AS350/22A Main Gear Box, Bevel Ring Gear Assembly - Inspection

- Applicability:** All Model AS350 with bevel reduction gear assemblies P/N 350A32.0300.00.01 and .02 not incorporating mods. AMS 07.7082, AMS 07.7083 or AMS 07.7098.
- Requirement:** Visually inspect per Aerospatiale SB 05.10 para 1C(1) and check screw torques per para 1C(2).
Correct defective screw installations before further flight.
(DGAC AD 1985-068-038 refers).
- Compliance:** Visual inspection - at intervals not exceeding 50 hours TIS until screw torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.
Torque check - Within next 300 hours TIS unless already accomplished.
- Effective Date:** DCA/AS350/22 - 11 February 1983
DCA/AS350/22A - 2 August 1985

DCA/AS350/23F Cancelled – EASA AD 2024-0133 refers**Effective Date:** 25 July 2024**DCA/AS350/24 Main Gear Box Oil Filter - Inspection****Applicability:** All model AS350 fitted with 'TEDECO' magnetic plug P/N B4439 per mod 350A.07.0720 (AS 350 SB 65-20).**Requirement:** Inspect oil filter per Aerospatiale SB 05.12. (DGAC AD 82-175-29 refers).**Compliance:** At intervals not exceeding 100 hours TIS.**Effective Date:** 11 February 1983.**DCA/AS350/25B Main Rotor Shaft - Inspection****Applicability:** All Model AS350 with rotor shaft P/N 350A37.1076.00 to .06.**Requirement:** Inspect per Aerospatiale SB 05.13 Rev.2. Renew defective part before further flight. (DGAC AD 1983-173-036 refers)**Compliance:** 1. At 300 hours TTIS or within next 50 hours TIS, whichever is the later and thereafter at intervals not exceeding 300 hours TIS.
2. Before further flight following severe rotor tracking abnormalities.**Effective Date:** DCA/AS350/25A - 2 March 1984
DCA/AS350/25B - 2 May 1986**DCA/AS350/26 Emergency Flotation System - Modification****Applicability:** All Model AS350B, C and D-1 with air cruiser flotation system installed per STC SH4032SW or SH2825SW.**Requirement:** Modify flotation system per FAA AD 83-11-01 R1. (FAA AD 83-11-01R1 refers)**Compliance:** Prior to next overwater flight, unless already accomplished.**Effective Date:** 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

- Applicability:** Model AS350B and AS350D S/Ns 1 through 1808, 1813 through 1826 except 1818 and 1822
- Requirement:** Modify fuel filter drain in accordance with SB 28.06.
(DGAC 1985-066-039 refers)
- Compliance:** Before 1 September 1985
- Effective Date:** 2 August 1985.

DCA/AS350/28 Oil and Fuel Filters - Inspection

- Applicability:** All Model AS350
- Requirement:** 1. Inspect main gear box filter and fuel filter cartridges for correct installation per Aerospatiale Telex SB No. 01.14 including amendment 01.14A.
2. When installing replacement 'LEBOZEC' and 'GAUTHIER' filters ensure that:
Fuel filter P/N 432 B12.30 filter cartridge is marked 'FUEL'
Oil filter P/N 434 B12.11 filter cartridge is marked 'OIL'.
(DGAC AD 1985-135-042 refers)
- Compliance:** 1. Inspection - Within next 5 hours TIS unless already accomplished
2. Filter check - Prior to installation
- Effective Date:** 28 February 1986

DCA/AS350/29 Raised Skid Landing Gear - Modification

- Applicability:** All Model AS350 with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755
- Requirement:** To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.06A
(DGAC AD 1986-030-043 refers)
- Compliance:** By 31 May 1986, or prior to flotation gear installation.
- Effective Date:** 2 May 1986

DCA/AS350/30 Main Rotor Head - Life Limitation and Inspection

- Applicability:** All Model AS350B and AS350D with roving sleeve upper and lower beams P/N 350A31.1830.00 and .01; 350A31.1831.00, .04, .05, .06 and .07
- Requirement:** 1. Remove affected beams from service per Aerospatiale telex SB 01.16 para BB at 4000 hours TTIS. Beams with 3900 hours or more TIS must be removed within next 100 hours TIS.
2. In the event of sudden or repeated occurrence or severe rotor tracking problems inspect per telex SB 01.16 para CC before further flight. If sleeve bush separation found remove beam from service before further flight.
(DGAC AD 1986-057-044 refers)
- Effective Date:** 1 August 1986

DCA/AS350/31A Fuel Filter - Inspection and Modification

- Applicability:** All Model AS350B and AS350D without modification 07.1671 embodied.
- Note:** This AD is no longer applicable once modification 07.1671 is embodied and supersedes DCA/AS350/19C.
- Requirement:** To prevent leaks at the fuel system filter and drain valve, accomplish the following:
1. Pull the drain valve to ensure it is correctly seated. Switch the fuel pump on and confirm that the drain valve does not leak. If any leak is detected repair as required, before further flight.
 2. Embody modification 07.1671 per the instructions in Aerospatiale SB 28.07. (DGAC ADs 1986-077-046(B)R2 and 1986-070-045(B) refers)
- Compliance:**
1. Check the drain valve whenever the filter drain is operated until requirement 2 of this AD is accomplished.
 2. By 30 November 2007, unless already accomplished.
- Effective Date:** DCA/AS250/31 - 1 August 1986
DCA/AS350/31A - 30 August 2007

DCA/AS350/32 Fuel Filter - Inspection

- Applicability:** All Model AS350 with LEBOZEC and GAUTHIER fuel filter P/N 432B12.3, .3C or P/N 350A52-1070.00 (post mod. 07.1671)
- Requirement:** To prevent leaks at fuel system filter, check that filter bowl is correctly tightened per instruction given on M.E.T. work card 28.00.00.302 page 3 rev.5A dated 86.21 and subsequent revisions.
(DGAC AD 1986-097-047 and Aerospatiale telex SB 28.08 refer)
- Compliance:** Within 50 hours TIS and thereafter whenever filter bowl is disturbed for any other reason.
- Effective Date:** 1 August 1986

DCA/AS350/33E Main Rotor Head, Main Gear Box and Landing Gear – Inspection

- Applicability:** All model AS350 B, B1, C, D and D1 aircraft.
- Note:** The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.17A can be obtained from the Eurocopter T.I.P.I. web site under AS 350 ASB 01.00.17
- Requirement:** To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:
1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.17A or later approved revisions. Rework or renew defective parts before further flight.
 2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.17A. Rework or renew defective parts before further flight.
(BV AD 1986-125-48R1 refers)
- Compliance:**
1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).
 2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.
- Effective Date:** DCA/AS350/33C - 16 January 1998
DCA/AS350/33D - 25 September 1998
DCA/AS350/33E - 30 September 2010

DCA/AS350/34 Sliding Doors - Modification

- Applicability:** All Model AS350 with LH and/or RH sliding doors.
- Requirement:** To preclude the possibility of door loss in flight, modify per Aerospatiale SB 52.18. (DGAC AD 1987-088-049 refers)
- Compliance:** By 31 May 1988
- Effective Date:** 18 March 1988

DCA/AS350/35 Main and Tail Rotor Servo Controls - Inspection

- Applicability:** All Model AS350 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.
- Requirement:** To preclude possible failure of servo control assembly bolts, inspect per Aerospatiale SB 01.21 and renew bolts as prescribed. (DGAC AD 1988-184-052 refers)
- Compliance:** Within next 50 hours TIS or by 31 May 1989 whichever is the sooner.
- Effective Date:** 10 March 1989

DCA/AS350/36B Main Rotor, Rotating Swash Plate - Inspection

- Applicability:** All Model AS350B, B1, B2 and D with swash plates fitted with bearings P/Ns VH 36132 (704A33.651.051), Y 51BB 10843 SIM 73 (704A33.651.080), INA 36132 A (704A33.651.126).
- Requirement:** To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.12R2. Renew defective parts before further flight. (DGAC AD 1989-155-054R4 refers)
- Compliance:**
 1. Within next 10 hours TIS (T.I.S.), unless already accomplished, and thereafter relubricate per SB 62.12R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.
 2. Check per SB 62.12R2 para 1.C-g following last flight on each day aircraft is operated.
- Effective Date:** DCA/AS350/36A - 2 March 1990
DCA/AS350/36B - 29 November 1991

DCA/AS350/37 Cancelled - CAR 91.603(b) refers

- Effective Date:** 27 August 2009

DCA/AS350/38 Tail Rotor Pitch Control Lever Expansion Pin - Inspection

- Applicability:** All Model AS350B, B1, B2 and D.
- Requirement:** To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-
 1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-33. If a crack is found replace the TGB per the SB before further flight.
 2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-33. Rectify if necessary as prescribed by the SB, before further flight. (DGAC AD 1991-137-059 refers)
- Compliance:**
 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.
 2. Within next 50 hours TIS.
- Effective Date:** 4 July 1991

DCA/AS350/39 Emergency Location Transmitter (ELT) Antenna - Modification

- Applicability:** Model AS350 Series fitted with the JOLLIET ELT system
- Requirement:** To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 350 SB 25.45. (DGAC AD 1992-144-061 refers)
- Compliance:** Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.
- Effective Date:** 30 October 1992

DCA/AS350/40 Hydraulic Reservoir - Modification

- Applicability:** All Model AS350B, BA, B1, B2 and D fitted with hydraulic reservoir P/N 350A75-1030-00.
- Requirement:** To decontaminate the hydraulic system and prevent water entering the hydraulic reservoir, modify and flush the system per paragraph 2B1 or 2B2 of Eurocopter SB 01.36. (DGAC AD 1992-145-062 refers)
- Compliance:** For aircraft operating in temperatures of -10° C or less, within next 100 hours TIS or 3 months whichever is the sooner. For all other aircraft, within next 400 hours TIS.
- Effective Date:** 30 October 1992

DCA/AS350/41A Pitch Change Lever Bushes - Inspection

- Applicability:** All Model AS350B, BA, D, B1, B2 and L1 with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.
- Requirement:** To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.21 R1. Renew defective parts per SB 62.21 R1. (DGAC AD 1992-179-064R1 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/AS350/41 - 27 November 1992
DCA/AS350/41A - 11 June 1993

DCA/AS350/42 Engine Fire Detection System - Modification

- Applicability:** Model AS350B1 and B2
- Requirement:** To ensure correct operation of the engine bay fire detection system, modify per Eurocopter SB 26-01. (DGAC AD 1992-159-063R2 refers)
- Compliance:** By 31 May 1993
- Effective Date:** 19 March 1993

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

- Applicability:** Model AS350B, BA, B1, B2 and D fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.
- Requirement:** As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-41, paragraphs DD (A) or (B) as appropriate and EE. (DGAC AD 1993-030-065 refers)
- Compliance:** 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.
- Effective Date:** 27 March 1993

DCA/AS350/44A Sliding Windows - Inspection and Modification

- Applicability:** All Model AS350B, BA, B1, B2, D and L1 fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.
- Requirement:** To prevent window separation in flight accomplish the following:-
1. Inspect per Eurocopter SB 05.25 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.25 R1 before further flight.
 2. Modify (Repair) per paragraph 1C2 of SB 05.25 R1.
(DGAC AD 1993-090-067R1 refers)
- Compliance:**
1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.25 R1. After modification, inspect at intervals not to exceed 100 hours TIS.
 2. Modify within next 100 hours TIS.
- Effective Date:** DCA/AS350/44 - 3 September 1993
DCA/AS350/44A - 18 March 1994

DCA/AS350/45 MGB Oil Pressure Switch - Removal

- Applicability:** Model AS350B, BA, B1, B2, D and L1, fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).
- Requirement:** Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.43.
(DGAC AD 1994-087-068 refers)
- Compliance:** By 1 August 1994
- Effective Date:** 8 July 1994

DCA/AS350/46 Cyclic Pitch Change Control Rod - Inspection

- Applicability:** Model AS 350B, BA, B1, B2 and D, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.
- Requirement:** To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-42. Replace any rods found not safetied per SB 01-42 before further flight.
(DGAC AD 1994-180-069 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 23 December 1994

DCA/AS350/47 Main Rotor Shaft Oil Jet - Inspection

- Applicability:** Model AS350B, BA, B1, B2, D and L1, fitted with a "TIMKEN" main rotor shaft P/N 350A37-0003 (all dash numbers), that has logged less than 100 operating hours since new or overhaul.
- Requirement:** To ensure correct lubrication of the shaft bearing, accomplish the inspection per Eurocopter France AS 350 Telex Service No 01-44. Replace any assembly that does not comply with Telex Service No 01-44, before further flight.
(DGAC AD 1994-279-070R1 refers)
- Compliance:** Before further flight.
- Effective Date:** 9 March 1995

DCA/AS350/48 MGB Suspension Bi-directional Cross Beam - Inspection

- Applicability:** Model AS 350B, BA, B1, B2 and D fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.
- Requirement:** To prevent failure of the suspension cross beam, accomplish the following:-
1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:
 - 1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.28 and rectify defects if necessary as detailed.
 - 1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.28.
 2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.28 accomplish the following:
 - 2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.28 and rectify any defects found as detailed.
 - 2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.28.
- Note:** If there is no record of the number of the flying hours logged or of the number of cycles completed:
 If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
 If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.
3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.28.
 (DGAC AD 1996-156-071R1 refers)
- Compliance:** Compliance is required at the times specified within the requirement of this airworthiness directive.
- Effective Date:** 29 August 1997

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

- Applicability:** Model AS 350B, BA, BB, B1, B2 and D fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.
- Requirement:** To prevent failure of the tail boom attachment screws, accomplish the following:-
- Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter "M" on their head above the designation "BC" per paragraph 2.B.1 of Eurocopter Alert Service Bulletin No. 01.00.46. Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.46. (DGAC AD 1997-147-072R1 refers)
- Compliance:** Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.
- Effective Date:** 29 August 1997

DCA/AS350/50 Cancelled – EASA AD 2015-0195 refers**Effective Date:** 7 October 2015**DCA/AS350/51 Single Pole Circuit Breakers – Inspection and Removal****Applicability:** AS 350 helicopters, versions: B, BA, BB, B1, B2, B3 and D equipped with single-pole CROUZET circuit breakers, P/Ns:

-5	amperes :	84 4000 032	Emergency flotation gear optional installation
-10	amperes :	84 4000 034	
-1	ampere :	84 4000 028	Other optional installations
-3	amperes :	84 4000 031	
-7.5	amperes :	84 4000 033	
-15	amperes :	84 4000 035	
-20	amperes :	84 4000 036	

(a) Delivered new between April 24, 1995, and August 31, 1996.

(b) Delivered new before April 24, 1995 or after August 31, 1996 if:

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.
- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

Requirement: To ensure that there is no loss of electrical continuity, accomplish the following:-

1. Inspect the circuit breakers and replace if necessary per Eurocopter SB 01.00.47.
2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD 1998-511-074 refers)

Compliance:

1. Inspect within next 200 hours TIS or by 12 June 1999, whichever is the sooner. For those circuit breakers held as spares, inspect before installation.
2. Replace by 1 January 2000.

Effective Date: 12 March 1999**DCA/AS350/52B Tail Rotor Hub Pitch Change Plate Bearings - Inspection****Applicability:** AS 350 helicopters, versions: B, BA, BB, B1, B2, B3 and D fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 or 350A33-2009-00, -01 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 350 SB 65.00.38 R1)

Requirement: To prevent seizure of the tail rotor hub pitch change plate bearings and loss of control of the helicopter, accomplish the following:-

1. Check the rotation torque of the bearing per paragraph 2.B 1) of Eurocopter AS350 ASB 05.00.29.
2. Inspect for axial play, friction point and brinelling per paragraph 2.B 2) of Eurocopter AS350 ASB 05.00.29.
3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1) b) and 2.B 2) of Eurocopter AS350 ASB 05.00.29.

If the measured rotational load is greater than 300 grams, remove the pitch change plate assembly from the aircraft or do not install if the assembly as held as a spare.

If the measured rotational load is less than 300 grams, and if the axial play is greater than or equal to 0.4mm and/or friction points or brinelling are detected:

Check the condition of the parts (excluding the pitch change plate bearing) and replace them per paragraph 2.B 3) b) of Eurocopter AS350 ASB 05.00.29.

Replace the pitch change plate bearing with a bearing in airworthy condition.
(DGAC AD 1999-085-076R3 refers)

- Compliance:**
1. Unless already accomplished, within the next 10 hours TIS or 14 days, whichever is the sooner.
 2. Within next 10 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 6 months whichever is the sooner.
 3. Before installing a pitch change plate assembly or a tail rotor gear box assembly held as spare.

Effective Date: DCA/AS350/52A - 10 June 1999
DCA/AS350/52B - 17 December 1999

DCA/AS350/53 NR Indicator Lighting - Modification

Applicability: AS 350B3 that do not incorporate MOD 072810 or any other approved modification enabling full NR indicator lighting in normal and emergency mode.

Requirement: To ensure lighting of the NR indicator by the emergency lighting power supply, modify per Eurocopter AS 350 SB 33.00.17.
(DGAC AD 1999-512-077 refers)

Compliance: By 24 May 2000

Effective Date: 24 February 2000

DCA/AS350/54A Tail Rotor Pitch Change Rotating Plates – Inspection and Modification

Applicability: AS 350 aircraft, versions B, BA, BB, B1, B2, B3, and D fitted with tail rotor pitch change rotating plates all P/Ns, which have not had MOD 07 6554 embodied.

Requirement: To prevent rotation of the bearing spacers and the inner bearing race of the tail rotor pitch change plate, which may cause excessive wear and cut the rotating plate and result in loss of pitch control of the tail rotor, accomplish the following:

1. Mark the position of the spacer and the tail rotor pitch change rotating plate, per paragraph 2.B.1. of Eurocopter AS 350 ASB 05.00.33 R1 or later revision.
2. Inspect the paint index marks on the tail rotor pitch change rotating plate and on the spacer for alignment, per paragraph 2.B.2. of ASB 05.00.33. If the paint index marks are not aligned, accomplish paragraph 2.B.4. per ASB 05.00.33 within the next 25 hours TIS.
3. Embody MOD 07 6554 per paragraph 2.B.3. of ASB 05.00.33.
(DGAC F-2000-222-079R1 refers)

Note 1: This AD does not apply to aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (MOD 076550).

Note 2: Before installing any pitch change plate assembly or a tail gear box assembly held as spares, accomplish paragraph 2.B.3. per AS 350 ASB 05.00.33 (embodiment of MOD 07 6554).

Note 3: The inspection detailed in 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. Within next 10 hours TIS, unless previously accomplished.
2. After the last flight of the day.
3. Within 400 hours TIS after 15 June 2000.

Effective Date: DCA/AS350/54 - 15 June 2000
DCA/AS350/54A - 28 July 2005

DCA/AS350/55 Engine Oil Tank Breather Pipe - Fireproofing

Applicability: AS 350 helicopters, versions: B, B1, B2, BA, BB and D which have not had MOD 07 2793 embodied.

Requirement: Fireproof the engine oil tank breather pipe, by fitting a heat-resistant silicone sheath per paragraph 2 of Eurocopter AS 350 SB 79.00.11 Rev 1.
(DGAC AD 2000-268-078 refers)

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

Applicability: AS 350 B, BA, B1, B2, B3, BB and D helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation of an electrostatic spark between the re-fueling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex AS 350 No. 28.00.14, paragraph C.C.
(DGAC AD 2000-302 refers)

Compliance: For ferry fuel tanks which are already installed on a helicopter, before the next re-fueling. For ferry fuel tanks which are not installed on a helicopter before installation.

Effective Date: 27 July 2000

DCA/AS350/57B Tail Rotor Drive Shaft Forward Fairing - Inspection

Applicability: AS 350B3 helicopters equipped with forward fairing P/N 350A.23.0032.09 pre Mod 073097.
AS 350B3 helicopters equipped with forward fairing P/N 350A23.1075.00 post Mod 073097.

Requirement: To prevent separation of the tail rotor drive shaft forward fairing heat shield and possible loss of control of the helicopter, accomplish the following:-

1. P/N 350A23.0032.09 without the repair 350-53-42-00 or pre mod 073097

1.1 Before the first flight and at each check after the last flight of the day (ALF check):

a) Visually check the fairing in the 6 areas of attachment to the heat shield per Eurocopter AS 350 ASB 05.00.35.

b) In case of detection of a crack or in case of doubt about the presence of crack, apply the instructions of paragraphs 1.2 a) and 1.2 b) below.

1.2 Within 50 hours TIS and thereafter at intervals not exceeding 50 hours TIS:

a) After removal of the fairing, visually check the internal face of the fairing in the 9 areas of attachment to the heat shield per paragraph 2.B.1 of the ASB.

b) In case of detection of a crack and before the next flight, discard the fairing or repair it, if the repair criteria in paragraph 2.B.1 of the ASB are not exceeded, per repair sheet 350 53 42 00 (crack stop and 3 stiffeners setting).

2. P/N 350A23.0032.09 with repair 350-53-42-00

2.1 At each check after the last flight of the day (ALF check):

a) Visually check the fairing in the 6 areas of attachment to the heat shield per paragraph 2.B.2 of Eurocopter AS350 ASB 05.00.35.

b) In case of propagation of an existing crack out of the crack stop or in case of a new crack or in case of doubt, before the next flight and after removal the

fairing, visually check the stiffeners and the external face of the fairing under the heat protection per paragraph 2.B.1 of the Telex Service.

c) In case of presence of a crack in one or more stiffeners or in case of propagation of an existing crack out of the crack stop or in case of detection of a new crack on the fairing, discard the fairing.

2.2 Every 100 hours TIS and after removal of the fairing:

a) Visually check the stiffeners and the external face of the fairing under the heat protection per paragraph 2.B.1 of the ASB.

b) In case of presence of a crack in one or more stiffeners or in case of propagation of an existing crack out of the crack stop or in case of detection of a new crack on the fairing discard the fairing.

3. Fairing P/N 350A23.1075.00 with the Modification 073097

3.1 At each check after the last flight of the day (ALF check):

a) Visually check the fairing in the 6 areas of attachment to the heat shield per paragraph 2.B.2 of Eurocopter AS350 ASB 05.00.35.

b) In case of doubt of existing cracks, before the next flight and after removal the fairing, visually check the stiffeners and the external face of the fairing under the heat protection per paragraph 2.B.1 of the ASB.

c) In case of presence of a crack, discard the fairing.

3.2 Every 100 hours TIS and after removal of the fairing:

a) Visually check the stiffeners and the external face of the fairing under the heat protection per paragraph 2.B.1 of the ASB.

b) In case of presence of a crack, discard the fairing.

4. Replacement Fairing P/N 350A23.0032.09

4.1 Embody Mod 073097 before installing a tail rotor drive shaft forward fairing P/N 350A23.0032.09.

(DGAC AD 2000-340-080R2 refers).

Compliance: Compliance is required at the times specified within the requirement of this airworthiness directive.

Note: The daily inspections 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).

Effective Date: DCA/AS350/57A - 26 October 2000
DCA/AS350/57B - 28 February 2002

DCA/AS350/58 Tail Rotor Hub Pitch Change Plate Bearings - Replacement

Applicability: AS 350, versions B, BA, BB, B1, B2, B3 and D fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).

Requirement: To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below. (DGAC AD 2001-074-081 refers)

Compliance: (a) AS 350 B3 version:

For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.

For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.

For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.

For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.

Thereafter, bearing life is not to exceed 300 hours TTIS.

(b) AS 350 B, BA, BB, B1, B2 and D versions:

For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.

For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.

For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.

Thereafter, bearing life is not to exceed 1200 hours TTIS.

(c) Transfer of bearings between AS 350 versions:

If bearings are to be transferred from one AS 350 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.

Effective Date: 15 March 2001

DCA/AS350/59 Cancelled – DCA/AS350/108 refers

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

Applicability: AS 350B3 helicopters delivered new before 1 May 1999 or containing ASU No 2 circuit boards, P/N SE 03022 (704A47720110), that were manufactured before 1 May 1999.

Requirement: To ensure the correct functioning of the BATT.TEMP, ENGINE CHIP and the rotor rpm signal output to the VEMD, accomplish the following:-

Determine if the resistor R8 is installed on the ASU No 2-circuit board, per paragraph 2.B of Eurocopter SB 77.00.07. If the resistor is not fitted, replace the circuit board with a serviceable item.

(DGAC 2001-319-083 refers)

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

DCA/AS350/61A Cancelled – DGAC AD 2001-557-086R3 refers

Effective Date: 27 June 2019

DCA/AS350/62 Cancelled – DCA/AS350/74 refers

Effective Date: 30 October 2003

DCA/AS350/63B Tail Servo Control Eye End Fitting – Inspection and Rework

- Applicability:** Model AS350 B, BA, B1, B2, B3, BB and D aircraft fitted with all types and all P/N tail servo controls except those aircraft embodied with modification 073139 or those aircraft embodied with Eurocopter AS350 SB No. 67.00.22.
- Note:** DCA/AS350/63B revised to clarify the AD requirement when no play is detected and the lockwasher is found correctly installed in the tail servo control coupling with no change to the AD requirement. The repetitive inspection interval revised to 500 hours TIS. A repetitive inspection per DCA/AS350/63B may be deferred for a period of not more than 10% of the AD inspection interval to allow the inspection to be carried out during other scheduled maintenance (CAA Rule Part 39.55 refers).
- Requirement:** To prevent the progressive reduction of the servo yaw control range which could cause loss of servo control power assistance, inspect the eye end fitting to servo control coupling locking, per the instructions in paragraph 2.A. of Eurocopter AS350 Alert Service Bulletin (ASB) No. 05.00.37 revision 1 or later approved revisions.
- If no play is found and the lockwasher is correctly installed, then the aircraft may be returned to service. If any play is detected and/or the lockwasher is not correctly installed, accomplish the corrective actions per paragraph 2.B. of ASB No. 05.00.37 before further flight.
(DGAC AD F-2001-580-085R2 refers)
- Compliance:** At 500 hours TTIS or within the next 50 hours TIS whichever occurs later, unless previously accomplished within the last 500 hours TIS, and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** DCA/AS350/63A - 28 June 2007
DCA/AS350/63B - 30 August 2012

DCA/AS350/64 Engine Control Switch – Inspection

- Applicability:** AS 350 B3 delivered before 15 October 2001 and equipped with engine control switching unit P/N 200192.
- Requirement:** To prevent ingress of water, which may freeze, and jam the engine control switching unit preventing manual engine governing, inspect the unit for watertightness per Eurocopter AS 350 ASB 76.00.16. If water is discovered comply with paragraphs 2.B.2a and S.B.3 of the ASB. If no water is discovered apply sealing procedure as described in paragraph 2.B.3 of the ASB.
(DGAC 2001-548-084 refers)
- Compliance:** Within the next 100 hours TIS or before next flight into freezing conditions whichever occurs first.
- Effective Date:** 20 December 2001

DCA/AS350/65 Hydraulic Cut-Off Control - Modification

- Applicability:** Model AS 350B helicopters with S/N less than 1525.
- Requirement:** To prevent accidental or uncommanded cut-off of the hydraulic system, modify the electrical connection to hydraulic cut-off push button on the pilot's collective lever, per Aerospatiale SB 29.01. This SB is not included in the current publication list, but is available from Eurocopter International Pacific, NZ Ltd.
- Note:** If the hydraulic cut-off push button switch shows any signs of wear, it is recommended that the switch be renewed while accomplishing this modification.
- Compliance:** By 31 August 2002
- Effective Date:** 28 February 2002

DCA/AS350/66 Cancelled - DCA/AS350/94 refers**Effective Date:** 16 August 2006**DCA/AS350/67 HSI - Inspection****Applicability:** AS 350 B, BA, B1, B2, B3, BB and D equipped with HSI KI 525A.**Requirement:** To prevent navigation errors due to incorrect installations of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the part number of HSI KI 525A installed on aircraft. If the P/N is 066-3046-07, comply with the instructions given in Eurocopter AS 350 Alert Telex No. 34.00.13.

(DGAC AD 2002-281-091 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first.**Effective Date:** 27 June 2002**DCA/AS350/68 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement****Applicability:** AS 350 B3 helicopters equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002.**Requirement:** To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 350 Alert Telex No. 67.00.23.

(DGAC AD 2002-314-069 refers)

Compliance:

Servo control TTIS (hours)	Replace before (whichever occurs first)
less than 1000	next 550 hours TIS or by 27 June 2003
1000 - 1300	1,550 hours TTIS or by 28 March 2003
1300 or more:	next 250 hours TIS or by 28 Dec 2002

Effective Date: 27 June 2002**DCA/AS350/69 Eurocopter Canada Collective Lock - Replacement****Applicability:** Model AS350BA and B2 helicopters, modified with a Eurocopter Canada Limited (ECL) Left-Side Pilot Configuration kit in accordance with Canadian STC SH96-32 or United States STC SR00429 NY.**Requirement:** To prevent inadvertent engagement of the collective control locking device, and subsequent loss of control of the helicopter, accomplish the following:

Replace the collective control locking device with a redesigned locking device in accordance with ECL AS350 BA, B2 Service Bulletin No. ECL-99-67-002, Revision 2.

(FAA AD 2002-04-07 refers)

Compliance: Within 50 hours TIS or by 31 July 2002, whichever occurs first.**Effective Date:** 27 June 2002**DCA/AS350/70 Cancelled – EASA AD 2019-0228 refers****Effective Date:** 26 September 2019

DCA/AS350/71 Cyclic Friction Cup - Inspection

- Applicability:** AS 350 helicopter versions B, BA, B1, B2, B3, BB and D, modified per MOD 070682 (AS 350 SB No. 67.09), and before embodiment of MOD 073179.
- Requirement:** To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions described in EUROCOPTER AS 350 Alert Telex (AT) No. 67.00.24 R1. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.
(DGAC AD 2003-002 refers)
- Compliance:** By 28 February 2003, and thereafter each readjustment of the cyclic stick longitudinal nose-up control stop.
- Effective Date:** 30 January 2003

DCA/AS350/72 Dynamic Components – Life Correction

- Applicability:** AS 350 B, BA, BB, B1, B2, B3 and D, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.
- Requirement:** To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance center (D.E.R.H) listed in Alert Telex 62.00.25, accomplish the following:
1. With reference to the equipment log cards (FME) determine whether any of the helicopter's dynamic components embody parts affected by this directive, IAW the instructions of paragraph 2.B.1 of the Alert Telex. If a check reveals that no components are affected, no further action is required.
 2. If affected parts are fitted, correct the operating hours IAW the instructions of Paragraph 2.B.2 of the Alert Telex. If after correction, the operating hours of a part exceed its life limit, remove the part from service. Comply with paragraph 2.B.2 of the Alert Telex before installing dynamic components or parts held as spares that have undergone repair or overhaul.
(DGAC AD 2002-452R1 refers)
- Compliance:**
1. Within 10 Hours TIS
 2. Within 50 Hours TIS
- Effective Date:** 29 May 2003

DCA/AS350/73A Battery Lug - Inspection

- Applicability:** AS 350 B, BA, BB, B1, B2, B3 and D, pre-MOD 073226
- Requirement:** To prevent a short circuit which may cause a complete loss of electrical power, inspect the battery lug in accordance with Eurocopter AS 350 ASB 24.00.10.
(DGAC AD 2003-260R1 refers)
- Compliance:** Within 50 hours or by 31 August 2003, whichever occurs first.
- Effective Date:** 31 July 2003

DCA/AS350/74 TRW-SAMM Servo Controls - Replacement

Applicability: AS350 B, BA, B1, B2, B3 BB and D equipped with the following main and tail TRW SAMM servo controls:

A.	<u>P/N</u>	<u>S/N</u>
	SC5083:	1500 through 1515.
	SC5084	722 through 726.
B.	<u>P/N</u>	<u>S/N</u>
	SC5081-1:	78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.
	SC5082-1:	045, 180, 194, 197, 254, 264.
	SC5083:	01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.
	SC5084:	013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.
	SC5071-1:	343, 389.
	SC5072:	003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servo controls with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servocontrols are exempt from the actions of this AD.
(DGAC AD F-2003-099 refers)

Requirement: Due to a quality control problem, the above servo controls may be non-airworthy and must be removed from service. Inspect to determine S/N of servo controls and replace any affected servo controls with serviceable units.
(DGAC AD 2003-099 and Eurocopter AS350 ASB 01.00.52 refer)

Compliance: Servo controls with S/N in list A, before further flight.
Servo controls in list B, within 550 hours TIS or by 30 October 2005 whichever occurs first.

Effective Date: 30 October 2003

DCA/AS350/75A Flight Control Stops – Inspection and Modification

Applicability: Model AS 350 B, BA, BB, B1, B2, B3 and D aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter AS 350 ASB 67.00.25 revision 1 or later.
2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322R1 refers)

Compliance:

1. Within 100 hours TIS.
2. Within 500 hours TIS.

Effective Date: DCA/AS350/75 - 30 October 2003
DCA/AS350/75A - 28 July 2005

DCA/AS350/76 Collective Lever Lock – Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D fitted with the pilot collective lever locking system: Locks PN 350A77.1309.xx and 350A27.3155.20.

Requirement: To prevent uncommanded collective control inputs, check for wear on the collective lever lock by measuring the dimension "C" on the collective lever per paragraph 2.B.2 of Eurocopter AS 350 ASB 67.00.27. Any defects found must be rectified before further flight.

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D, pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever per Eurocopter AS 350 ASB No. 28.00.16.

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D pre-MOD 073215, or **not** equipped with the four reinforcement angles, P/Ns 350A08.2493.20 / .21 / .22 / .23, following repair per MRM Work Card 53.10.22.772.

Requirement: To prevent loss of the helicopter due to cracking of the tail boom junction frame accomplish either part 1 or part 2 as applicable:

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:
 - a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.43.
 - b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.

c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.

d. If there is a crack in the rear frame, more than 30 mm long, carry out the repair per MRM Work Card 53.10.22.772, no later than within 110 hours TIS, if all the cracks are less than or equal to 50 mm, or before further flight, if one or more crack is greater than 50 mm long.

2. For aircraft **equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

Comply with paragraph 2.B.2 of the referenced ASB. If there is a crack in the reinforcement angles, replace the frame per the instructions described in paragraph 2.B.2 of the referenced ASB before further flight.

(DGAC AD F-2004-035 refers)

Compliance: Before accumulating 2700 hours TIS or within 100 hours TIS whichever is the later and thereafter at intervals not to exceed 550 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D fitted with tail rotor control cable P/N 704A34-130-058 or P/N 704A34-130-068.

Requirement: To prevent binding or seizing of the tail rotor control cable and subsequent loss of control of the helicopter, replace cables P/N 704A34-130-058 and P/N 704A34-130-068 per Eurocopter SB 67-00-26.

(DGAC AD F-2005-042 refers)

Compliance: Before further flight following any report by the pilot of tail rotor control binding or by 22 October 2004, whichever is the sooner.

Effective Date: 22 April 2004

DCA/AS350/80A Cancelled – DCA/AS350/112 refers

Effective Date: 12 December 2008

DCA/AS350/81 Hydraulic System Cut-off- Modification

Applicability: AS 350 B, B1, B2, B3, BA, BB and D, pre-Mod 073263

Requirement: To prevent a possible load imbalance in the flight controls due to residual fluid trapped after shutting off the hydraulic assistance, modify the electrical system in accordance with Eurocopter AS350 ASB 29.00.07.

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

DCA/AS350/82 Cancelled - DCA/AS350/98 refers

Effective Date: 28 September 2006

DCA/AS350/83 Tail Rotor Blade Trailing Edge Tab – Inspection and Modification

Applicability: All model AS350 B, BA, BB, B1, B2, B3 and D aircraft, fitted with tail rotor blades with P/Ns as listed in the following table and which have not been repaired per Repair Sheet No 238 or Work Card 64.10.00.872.

Part Numbers:	Serial Numbers:
355A 12.0040 all dash numbers	8400 through 9224
355A 12.0050.04	8400 through 9224

Requirement: To prevent the failure of tail rotor blade trailing edge tab due to debonding and subsequent increase in the vibration level of the aircraft, accomplish the following:

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.05.
2. Before installing spare tail rotor blades confirm that additional rivets have been installed on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.05.
(DGAC AD F-2004-178 refers)

Compliance:

1. Within 100 TIS or by 28 July 2005, whichever is the sooner.
2. Prior to installation for any affected tail rotor blades.

Effective Date: 28 April 2005

DCA/AS350/84B Cancelled - DCA/AS350/99 refers

Effective Date: 28 September 2006

DCA/AS350/85 Cancelled – DCA/AS350/86 refers

Effective Date: 29 September 2005

DCA/AS350/86 Cancelled - DCA/AS350/97 refers

Effective Date: 28 September 2006

DCA/AS350/87 Breeze Eastern 450-lb Electric Hoist - Inspection

Applicability: Model AS 350 B3 aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.

Requirement: To prevent cable damage caused by malfunction of the up end-of-travel stop mechanism, accomplish the following:

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 350 Alert Service Bulletin AS355 No. 25.00.73.
2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.73.
3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.73.
(DGAC AD F-2002-027-088R1 refers)

Compliance:

1. Before the next hoisting mission and on each installation of a hoist in the helicopter.
2. Every 50 hoisting cycles or 3 months, whichever occurs first.
3. Every day that the hoist is to be used.

Effective Date: 1 December 2005

DCA/AS350/88 Cancelled – DCA/AS350/91 refers**Effective Date:** 1 June 2006**DCA/AS350/89 Main Servo Controls – Inspection and Replacement**

Applicability: Model AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, and

On which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

Compliance with MET Work Card 67.30.00.402 since MET Revision 04-06.

Requirement: To detect cracks in the tapered housing of a main servo-control, which in time could lead to the loss of the attachment of the servo-control to the non-rotating swashplate, and subsequent loss of aircraft control, accomplish the following:

1. Inspect the tapered housings of the main servo-controls for cracks, per the instructions specified in paragraph 2.B.2. of Eurocopter AS 350 Alert Service Bulletin (ASB), No. 05.00.51.

If no cracks are found, comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.51, before further flight. No further action is required.

2. If a crack is found, accomplish the following:

a) If the crack is vertical along the servo-control axis and is less than 20 mm long comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.51 and identify the end of the crack using an indelible ink marker, before further flight.

Inspect for crack growth per the instructions in paragraph 2.B.4. of the ASB No. 05.00.51.

b) If the crack is vertical along the servo-control axis and is 20mm or longer, or the crack has grown by more than 5mm, or there is an oblique or a horizontal crack, or there are several cracks, replace the servo-control per the instructions in paragraph 2.A. of ASB No. 05.00.51, before further flight.

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.51. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.51. If a crack is evident, return the servo-control to Eurocopter for repair.

Note 2: The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.51, is a terminating action to the requirements of this AD.

Compliance:

1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.
- 2.a) At every ALF-check inspect for crack growth, without exceeding 10 hours TIS between two inspections, and replace cracked servo-controls within 150 hours TIS or by 6 June 2006 or if crack growth exceeds 5mm, whichever occurs first. (ALF-Check: Check after last flight of the day.)
- 2.b) Before further flight.

Effective Date: 7 March 2006

DCA/AS350/90 Cancelled – DCA/AS350/109 refers**Effective Date:** 28 August 2008**DCA/AS350/91 Cancelled – DCA/AS350/109 refers****Effective Date:** 28 August 2008**DCA/AS350/92 Cancelled – DCA/AS350/126 refers****Effective Date:** 26 January 2012**DCA/AS350/93 Twist Grip Solenoid – Inspection, Operation and Replacement****Applicability:** All AS 350 B3 aircraft with twist grips MOD 073084 embodied and solenoid MOD 073222 not embodied.**Note:** This AD is not applicable to aircraft fitted with the Arriel 2B1 engines and with modification 073261 embodied.**Requirement:** To prevent twist grip seizure and loss of the emergency governing function due to prolonged use of the emergency governing function, causing overheating of the solenoid and seizure of the twist grip locking pin, accomplish the following:

1. Inspect the solenoid, per the instructions in paragraph 2.B.1 of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.44.
2. Operate the aircraft per paragraph 2.B.3 of ASB No. 05.00.44 when carrying out governor failure training or in the event of actual governor failure.

Operate the aircraft when maintenance operations are performed that require the "AUTO/MAN" governing mode selector to be held in the "MAN" position, per paragraph 2.B.2 of ASB No. 05.00.44.

If the operating time of the solenoid has exceeded 15 consecutive minutes, or if a waiting time of at least 15 minutes between two operations was not observed (even if the solenoid has operated only for a few minutes), or if the emergency governing function has been subjected to prolonged use due to an actual governor failure, the solenoid shall be replaced, per the instructions in paragraph 2.B.3 of ASB No. 05.00.44, before the next flight.

(EASA AD 2006-0183-E refers)

- Compliance:**
1. Before the first flight of the day, until the embodiment of Mod 07322 is accomplished.
 2. With effect from 11 July 2006, until embodiment of Mod 07322 is accomplished.

Effective Date: 11 July 2006**DCA/AS350/94 Cancelled – DCA/AS350/103 refers****Effective Date:** 18 May 2007**DCA/AS350/95 Cancelled - DCA/EMY/27 refers****Effective Date:** 30 November 2006

DCA/AS350/96A Tail Rotor Servo Control – Inspection and Rework

Applicability: Model AS 350 B3 aircraft fitted with a Goodrich tail servo-control P/Ns SC5071-XX or SC5072 except:

Tail rotor servo-controls P/N SC5072, S/N 1372 onward, or
 Tail rotor servo-controls overhauled or repaired per Goodrich Service Bulletin No. SC507X-67-39-01-3, or
 Tail rotor servo-controls that have never been removed since aircraft manufacture.

Requirement: To prevent restricted travel of the tail rotor control pedals, which could lead to side slip of the helicopter in an autorotation flight at VNE, accomplish the following:

1. Intentional auto-rotation is prohibited until the tail rotor servo-control system has been inspected per requirement 2.

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

2. For helicopters not fitted with an Automatic Flight Control System accomplish the instructions in paragraph 2.B.2.a. of AS 350 ASB No. 67.00.30. For helicopters fitted with an Automatic Flight Control System accomplish the instructions in paragraph 2.B.2.b. of AS 350 ASB No. 67.00.30.

If the travel of the tail rotor servo-control is not within limits per paragraph 2.B.6. of AS 350 ASB No. 67.00.30, replace the tail rotor servo-control per the instructions in paragraph 2.B.3 and 2.B.2 of AS 350 ASB No. 67.00.30.

3. Before replacing tail rotor servo-controls, comply with the instructions specified in paragraph 2.B.6. of AS 350 ASB No. 67.00.30.
 (EASA AD 2006-0247 refers)

Compliance:

1. From the effective date of this AD.
2. Within 50 hours TIS, unless already accomplished.
3. At every replacement of the tail rotor servo-control.

Effective Date: DCA/AS350/96 - 18 September 2006
 DCA/AS350/96A - 28 September 2006

DCA/AS350/97B Cancelled – DCA/AS350/106 refers

Effective Date: 27 September 2007

DCA/AS350/98 Sliding Door Rollers and Rails – Inspection and Modification

Applicability: Model AS 350 B, BA, BB, B1, B2, B3 and D aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.41, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 350 ASB No. 05.00.41 accomplish the following actions per paragraph 2.B.2 of AS 350 ASB No. 05.00.41:

- If C1 > 5 mm and C2 > 1.5 mm: Door opening in flight is permitted.
- If C1 < 5 mm and/or C2 < 1.5 mm: Door opening in flight is prohibited.

If C1 < 5 mm and/or C2 < 1.5 mm, then fix a '**Door Opening in Flight is Prohibited**' placard on the instrument panel of the aircraft.

Note 1: Before installing sliding doors held as spares, accomplish the requirements of this AD.

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 350 Service Bulletin No. 52.00.29 is a terminating action to the requirements of this AD.
 (EASA AD 2006-0249 refers)

Compliance: Before further flight, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 28 September 2006

DCA/AS350/99 RH Cabin Vibration Damper and Blade Assy – Inspection and Modification

Applicability: All model AS 350 B, BA, BB, B1, B2, B3 and D aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.

Requirement: To prevent the failure of the blade of the cabin vibration damper assembly, which could lead to the failed part interfering with the trim actuator rod, resulting in the jamming of the flight controls accomplish the following:

1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 350 Alert Service Bulletin No. 05.00.48.

Replace cracked blades per paragraph 2.B.1. of AS 350 ASB No. 05.00.48, before further flight.

2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 350 ASB No. 53.00.34.

Note 1: After blade replacement, continue inspecting the blades for cracks, per requirement 1 at every daily post flight inspection, until the accomplishment of requirement 2.

Note 2: Sign logbook for compliance with requirement 1 at time of raising the aircraft technical log.

Note 3: Accomplishment of requirement 2 (MOD 073325) is a terminating action to the requirements of this AD.

Note 4: This AD is applicable to AS 350 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055. (EASA AD 2006-0273 refers)

Compliance: 1. At every daily post flight inspection.
2. By 30 June 2007.

Effective Date: 28 September 2006

DCA/AS350/100 Cancelled – EASA AD 2026-0089 refers

Effective Date: 4 June 2026

DCA/AS350/101 Yaw Control Load Compensator Lever – Inspection

Applicability: All model AS 350 B1 and AS 350 B2 aircraft.

Requirement: To prevent restricted travel of the yaw control due to the possibility of the incorrect part being fitted to the aircraft, which could lead to loss of aircraft control, inspect the aircraft log book to determine whether the yaw control load compensator lever has been replaced.

a) If the load compensator lever has never been replaced, or if the load compensator lever was replaced with P/N 355A27-0072-00, no further action is required.

b) If the P/N is 355A27-0082-00, contact the manufacturer for further instruction.

c) If it cannot be determined whether the load compensator lever has been replaced, or if the load compensator lever P/N cannot be determined, inspect the aircraft to determine the P/N of load compensator lever, within the next 10 hours TIS, per the instructions in paragraph 2.B. of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 67.00.39.

(EASA AD 2006-0363-E refers)

Note: Yaw control load compensator levers P/N 355A27-0082-00 may not be fitted to AS 350 B1 or AS 350 B2 aircraft.

Compliance: Before further flight.

Effective Date: 7 December 2006

DCA/AS350/102 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model AS 350 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 67.00.40.
2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.

(EASA AD 2007-0099 refers)

Compliance:

1. By 31 July 2007.
2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/AS350/103C Tail Rotor Blade Skin – Inspection and Repair

Applicability: Model AS 350 B, BA, BB, B1, B2, B3 and D aircraft, all S/N fitted with tail rotor blades P/N:

- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14, and
- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08, and
- 355A12-0050-04.

Note 1: This AD supersedes DCA/AS350/103B with no change to the requirement. This AD revised to introduce EASA AD 2009-0039 as reference.

Requirement: To prevent tail rotor blade skin separation causing significant imbalance and possibly resulting in loss of aircraft control, accomplish the following:

1. Visually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.40, revision 3 or later approved revisions.

If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 350 ASB No. 05.00.40, before further flight.

Note 2: The visual 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).

Note 3: Sign log book for requirement 1 compliance at time of raising tech log.

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 350 ASB No. 05.00.40, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

For tail rotor blades with S/N below 8419, with annotation “repaired as per Work Card 64.10.00.872” or “repaired as per Work Card 64.10.20.712” recorded on the log card, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph AS 350 ASB No. 05.00.40 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 350 ASB No. 05.00.40 revision 2 is acceptable to comply with requirements 2 and 3 of this AD.
(EASA AD 2009-0039 refers)

Compliance:

1. After the last flight of the day without exceeding 10 flight hours between each check.
2. By 5 April 2009, unless previously accomplished.
3. From 5 March 2009.

Effective Date: DCA/AS350/103A - 25 September 2008
DCA/AS350/103B - 29 January 2009
DCA/AS350/103C - 5 March 2009

DCA/AS350/104 Cabin Floor Cross Member – Inspection and Rework

Applicability: Model AS350 B, BA, BB, B1, B2, B3 and D aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

Requirement: To prevent a cracked cabin floor cross member at X2325 possibly resulting in reduced ability to control aircraft yaw, accomplish the following:

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 350 Alert Service Bulletin (ASB) No. 53.00.37.

If a cross-member and doublers are installed, no further action is required.

If a cross-member and/or doublers are not installed, inspect for cracks per AS 350 ASB No. 53.00.37.

If no cracks are found inspect the tail rotor control rigging per AS 350 ASB No. 53.00.37, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

If any cracks are found accomplish a manufacturer approved repair scheme, before further flight.

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 350 ASB No. 53.00.37.

(EASA AD 2007-0139-E refers)

Compliance:

1. Within the next 10 hours TIS or by 18 June 2007, whichever occurs sooner, and thereafter at intervals not to exceed 50 hours TIS until accomplishment of requirement 2.
2. By 18 May 2008.

Effective Date: 18 May 2007

DCA/AS350/105 Main & Tail Rotor Servo Controls – Inspection and Replacement

Applicability: Model AS 350 B, BA, BB, B1, B2, B3 and D aircraft, all S/N,
Fitted with Goodrich main rotor servo-controls with the following P/N and S/N with no letter "C" marked in the inspection box of the servo-control identification plate:

P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573, P/N SC5083-1, S/N 2902 through to 2921, P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695, P/N SC5084-1, S/N 1462 through to 1481, or

Fitted with Goodrich tail rotor servo-controls with the following P/N and S/N with no letter "C" marked in the inspection box of the servo-control identification plate:

P/N SC5072, S/N 222M, 306M or 309.

Requirement: To prevent the distributor slide valve jamming on its sleeve due to the possibility of excessive play in the servo control input lever bearing which could result in reduced rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 01.00.58 revision 1. If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 350 ASB No. 01.00.58, before further flight.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 01.00.58.
(EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS350 ASB No. 01.00.58.

Compliance:

1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.
2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

DCA/AS350/106 Sliding Door Rear Fitting and Support Shaft – Inspection and Replacement

Applicability: Models AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, all S/N fitted with sliding door(s) without MOD 073298 and/or MOD 073308 embodied.

Note: This AD supersedes DCA/AS350/97B with the inclusion of requirements 3 and 4.

Requirement: To detect cracks in the rear roller support shaft and the rear fitting of the sliding door, accomplish the following:

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.47.

If cracked, replace per paragraph 2.B in AS 350 ASB No. 05.00.30, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 350 ASB No. 52.00.30.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.30 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 350 ASB No. 52.00.30.

4. Rail roller pins P/N 350A25-1275-20 and cast roller support fittings P/N 350A25-1270-20 and P/N 350A25-1270-22 shall not be fitted to any aircraft.

(EASA AD 2007-0236 refers)

Compliance:

1. At 100 hours TTIS or within 20 hours TIS whichever is the later, unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS350/107 Collective Lever Recess - Modification

- Applicability:** Model AS 350 B, AS 350 B1 and AS 350 D aircraft not embodied with MOD 071995.
- Requirement:** To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:
1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.16 revision 2.
 2. Covers P/N 350A27-1385-20 shall not be fitted to any aircraft.
(EASA AD 2007-0289 refers)
- Compliance:**
1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.
 2. From 29 November 2007.
- Effective Date:** 29 November 2007

DCA/AS350/108 Rear Bench Seat Cushions – Removal or Modification

- Applicability:** Model AS 350 B, BA, BB, B1, B2, B3 and D models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 350 Service Bulletin No. 25.00.70.
- Note 1:** This AD supersedes DCA/AS350/59 and includes modification 073166 (per AS 350 SB No.25.00.70) as a terminating action to the requirements of this AD.
- Requirement:** To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following:
- “Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied.”
- Note 2:** This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.
- Note 3:** The embodiment of modification 073166 per AS 350 SB No.25.00.70 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)
- Compliance:** By 27 April 2008.
- Effective Date:** 27 March 2008

DCA/AS350/109 Cancelled – DCA/AS350/114 refers

Effective Date: 23 February 2009

DCA/AS350/110 Aerazur Emergency Flotation Gear - Inspection and Replacement

- Applicability:** Model AS350 BA aircraft, all S/N fitted with emergency flotation gear including LH container assembly P/N 158170 or 158210-1 and RH container assembly P/N 158171 or 158215-1 for which a non-recurring service life extension has not been granted by Aerazur.
- Requirement:** To prevent an emergency flotation gear container from remaining in service beyond the safe operating service life limit, accomplish the following:
1. Replace container assemblies per Eurocopter ASB No. 25.01.02 revision 0 dated 24 September 2008 or later approved revisions.
 2. A container assembly manufactured 10 years or more ago shall not be fitted to any aircraft unless the emergency flotation gear is returned to the equipment manufacturer for examination and the issue of a non-recurring service life extension.

3. A container assembly shall not be fitted to any aircraft or remain in service if the non-recurring service life extension granted by the equipment manufacturer has expired.

Note: A non-recurring service life extension can be obtained from Aerazur by returning the emergency flotation gear to them for inspection.

(EASA AD 2008-0189 refers)

- Compliance:**
1. For container assemblies that were manufactured 12 or more years ago:
By 30 November 2008, and
For container assemblies that were manufactured between 10 and 12 years:
By 30 December 2008 or 145 months (12 years and 1 month) since the container date of manufacture, whichever occurs sooner, and
For container assemblies that were manufactured between 9 and 10 years:
By 122 months (10 years and 2 months) since the container date of manufacture, and
For container assemblies that were manufactured less than 9 years ago:
By 120 months (10 years) since the equipment date of manufacture, and
Thereafter at intervals not to exceed 10 years.
 2. From 30 October 2008
 3. From 30 October 2008

Effective Date: 30 October 2008

DCA/AS350/111A **Cancelled – DCA/AS350/115 refers**

Effective Date: 26 February 2009

DCA/AS350/112 Emergency Flotation Gear – Inspection, Placard and Replacement

Applicability: Model AS350 B, AS350 BA and AS350 D aircraft, all S/N fitted with emergency flotation gear.

Note: This AD supersedes DCA/AS350/80A and introduces a conformity inspection of the fixed and removable parts of the emergency flotation gear.

Requirement: To prevent insufficient weight carrying capability of the emergency flotation gear which could result in aircraft instability or aircraft loss in the event of a ditching, accomplish the following:

1. Inspect the emergency flotation gear for conformity per paragraph 2.B.1. in Eurocopter ASB No. 01.00.59 revision 0 dated 20 November 2008 of later approved revisions.

For aircraft fitted with flotation gear limited to 1900 kg and the fixed and removable parts of the emergency flotation gear are found compliant, the maximum permissible aircraft weight for flights over water is limited to 1900 kg. Install the applicable placard on the instrument panel indicating the maximum permissible aircraft weight for flights over water, per paragraph 2.B.2. of ASB No. 01.00.59.

For AS350 B and AS350 D aircraft fitted with flotation gear limited to 1950 kg and the fixed and removable parts of the emergency flotation gear are found compliant, the maximum permissible aircraft weight for flights over water is the maximum permissible weight of the aircraft. (Refer to the AFM to determine the maximum permissible weight of the aircraft).

For AS350 BA aircraft fitted with flotation gear limited to 1950 kg and the fixed and removable parts of the emergency flotation gear are found compliant, the maximum permissible aircraft weight for flights over water is limited to 1950 kg. Install the applicable placard on the instrument panel indicating the maximum permissible aircraft weight for flights over water, per paragraph 2.B.2. of ASB No. 01.00.59.

For aircraft fitted with flotation gear limited to 2600 kg and the fixed and removable parts of the emergency flotation gear are found compliant, the maximum permissible aircraft weight for flights over water is the maximum permissible weight of the aircraft. (Refer to the AFM to determine the maximum permissible weight of the aircraft).

If the fixed and removable parts of the emergency flotation gear are found non-compliant and if any of the gear parts are limited to 1900 kg, the maximum aircraft weight for flights over water is limited to 1900 kg. Install the applicable placard on the instrument panel indicating the maximum permissible aircraft weight for flights over water, per paragraph 2.B.2. of ASB No. 01.00.59.

For AS350 BA aircraft if the fixed and removable parts of the emergency flotation gear are found non-compliant and neither of the parts are limited to 1900 kg, the maximum aircraft weight for flights over water is limited to 1950 kg. Install the applicable placard on the instrument panel indicating the maximum permissible aircraft weight for flights over water, per paragraph 2.B.2. of ASB No. 01.00.59.

2. For aircraft fitted with non-compliant emergency flotation gear, return the gear to an acceptable configuration by either replacing the non compliant removable part with another part which conforms with the fixed part, or by replace the non-compliant fixed part with another part which conforms with the removable part per ASB No. 01.00.59.

3. Emergency flotation gear shall not be fitted to any aircraft unless the configuration conforms to the requirements in paragraph 2.B.1. of ASB No. 01.00.59. (EASA AD 2008-0214-E refers)

Compliance:

1. Within the next 15 hours TIS.
2. By 12 December 2009.
3. From 12 December 2008.

Effective Date: 12 December 2008

DCA/AS350/113 Cancelled – DCA/AS350/116 refers

Effective Date: 4 March 2009

DCA/AS350/114 Fin Attach Fittings – Inspection, Modification & Replacement

Applicability: Model AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA, AS 350 BB and AS 350 D helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 350A14-0020-00XX, 350A14-0020-01XX, 350A14-0020-02XX, 350A14-0020-03XX, 350A14-0020-08XX, 350A14-0020-09XX, 350A14-0020-10XX, 350A14-0020-17XX, 350A14-0020-18XX, 350A14-0020-19XX and 350A64-1144-00XX, and

Lower fin assembly P/N: 350A14-0021-00XX, 350A14-0021-01XX, 350A14-0021-02XX, 350A14-0021-03XX and 350A14-0021-04XX.

Note 1: This AD retains the requirements of superseded DCA/AS350/109, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS350/90.

Requirement: To prevent failure of the upper and lower fin attachment fittings due to fatigue, which could result in loss of the vertical fin, accomplish the following:

1. For AS 350 B, B1, B2, BA, BB and D helicopters:

Remove the fins and embody modification 073330 per Eurocopter AS 350 Alert Service Bulletin No. 55.00.16 Revision 1 dated 05 January 2009 or later approved revisions.

2. For AS 350 B3 helicopters without upper fin MOD 073148 embodied and without MOD 073288 embodied:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph per paragraph 2.B.1 and 2.B.2 of Eurocopter AS 350 Alert Service Bulletin No. 55.00.13 revision 2 dated 28 February or later approved revisions.

3. For AS 350 B3 helicopters without upper fin MOD 073148 embodied and with MOD 073288 embodied:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 of AS 350 ASB 55.00.13.

If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable, of AS 350 ASB 55.00.13 before further flight.

4. For all AS 350 B3 helicopters:

Remove the upper and lower fins and embody modification 073330 per AS 350 ASB No. 55.00.16.

5. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 350 ASB No. 55.00.16.

Note 2: Accomplishment of requirement 4 of this AD is a terminating action for the repetitive inspections of requirement 3.

Note 3: With the embodiment of modification 073330 the lower and upper fittings bolts P/N 22126BV060032L and washers P/N 23112AG060LE are replaced with special bolts P/N 350A23-4016-20 and special washers P/N 350A23- 4017-22.

(EASA AD 2009-0030 refers)

Compliance:

1. By 15 April 2009.
2. Within the next 15 hours TIS unless already accomplished.
3. For aircraft with more than 100 hours TIS since the last inspection:

Within the next 15 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

For aircraft with less than 100 hours TIS since the last inspection:

Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.

4. By 15 April 2009 unless previously accomplished.
5. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS350/115B Collective Lever Lock – Inspection and Rework

Applicability: Model AS350 B, AS350 BA, AS350 BB, AS350 B1, AS350 B2, AS350 B3 and AS350 D aircraft embodied with modification 073237 per Eurocopter SB No. 67.00.37 revision 0 or revision 1.

Model AS350 B, AS350 BA, AS350 BB, AS350 B1, AS350 B2, AS350 B3 and AS350 D aircraft not embodied with modification 073175.

Model AS350 B, AS350 BA, AS350 BB, AS350 B1, AS350 B2, AS350 B3 and AS350 D aircraft on which the locking studs, or the collective pitch levers, or the locking strips have been reworked or modified in service.

Model AS350 B, AS350 BA, AS350 BB, AS350 B1, AS350 B2, AS350 B3 and AS350 D aircraft, S/N 3972, 3973, 3982, 3987, 4003, 4023, 4046, 4050, 4086, 4120, 4122, 4132, 4143, 4152, 4172, 4194, 4259, 4314, 4324, 4378, 4392, 4447, 4452, 4477, 4489, 4490, 4501, 4523, 4546, 4560, 4589, 4594, 4599, 4632, 4659, 4666 and 4671.

Note 1: Review the aircraft records/logbooks to determine the helicopter/collective lever configuration and AD applicability.

Note 2: This AD revised to clarify the compliance. There is no change to the AD requirement.

Requirement: To prevent inadvertent engagement of the collective control locking device which could result in loss of aircraft control, accomplish the following:

1. For aircraft embodied with modification 073237:

Measure the clearance between the end of the locking stud and the locking strip in accordance with paragraph 2.B.2.a. of Eurocopter ASB No. 05.00.58 revision 0 dated 1 December 2008, or later approved revisions.

If the clearance is equal to or more than 3 mm return the aircraft to service.

If the clearance is less than 3 mm on aircraft not embodied with modification 073175, accomplish the instructions of paragraph 2.B.2.b. of ASB No. 05.00.58 before further flight.

If the clearance is less than 3 mm on aircraft embodied with modification 073175, accomplish the instructions of paragraph 2.B.2.c. of ASB No. 05.00.58 before further flight.

2. For aircraft not embodied with modification 073237:

Measure the clearance between the end of the locking stud and the locking strip in accordance with paragraph 2.B.3.a. of ASB No. 05.00.58.

If the clearance is equal to or more than 3 mm return the aircraft to service.

If the clearance is less than 3 mm on aircraft not embodied with modification 073175, accomplish the instructions of paragraph 2.B.3.b. of ASB No. 05.00.58.

If the clearance is less than 3 mm on aircraft embodied with modification 073175, accomplish a manufacturer approved repair before further flight.

(EASA AD 2009-0019 refers)

Note 3: If required one ferry flight is permitted with no passengers on board to reposition the aircraft to a base where the requirements of this AD can be accomplished.

Compliance: 1. Initial compliance: After the last flight of the day.

Repetitive compliance: At intervals not to exceed 600 hours TIS or 24 months whichever occurs sooner, and every time the collective pitch lever, the locking stud or the locking strip is replaced, and every time the locking strip setting is readjusted.

2. Initial compliance: After the last flight of the day.

Repetitive compliance: At intervals not to exceed 600 hours TIS or 24 months whichever occurs sooner, and every time the collective pitch lever, the locking stud or the locking strip is replaced, and every time the locking strip setting is readjusted.

Effective Date: DCA/AS350/115 - 26 February 2009
DCA/AS350/115A - 17 December 2009
DCA/AS350/115B - 8 December 2011

DCA/AS350/116 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model AS 350 B, BA, BB, B1, B2 and B3 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a "004" mark on the data plate.

Note: This AD supersedes DCA/AS350/113 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

Requirement: To prevent failure of the 41 tooth pinion in the engine accessory gear box due to an inoperative starter generator torque damping system which could result in loss of engine power, accomplish the following:

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter AS350 ASB No. 80.00.07 revision 1 dated 06 February 2009 or later approved revisions.

2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per AS350 ASB No. 80.00.07.

(EASA AD 2009-0027 refers)

- Compliance:**
1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.
 2. From 4 March 2009.

Effective Date: 4 March 2009

DCA/AS350/117 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/AS350/118 Cancelled – EASA AD 2010-0006 refers

Effective Date: 31 October 2013

DCA/AS350/119 Cancelled – DCA/AS350/120 refers

Effective Date: 9 March 2011

DCA/AS350/120 Tail Gearbox Control Lever – Inspection, Rework and Replacement

Applicability: Model AS 350 B, BA, BB, B1, B2 and D aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS350/119 and introduces a new inspection per Eurocopter ASB 05.00.62 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an "X".

Requirement: To prevent failure of the tail gearbox control lever due to possible induced cracks caused by surface anomalies which could result in reduced aircraft control, accomplish the following:

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS350 ASB No. 05.00.62 revision 1, dated 23 April 2010 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS350 ASB 05.00.62 revision 2, dated 1 March 2011 or later EASA approved revisions.

If no cracks are found accomplish requirement 2 of this AD.

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS350 ASB 05.00.62, or replace with a reworked lever (marked with an "X"), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS350 ASB 05.00.62 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS350 ASB 05.00.62 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an "X") per the instructions in of paragraph 2.B.3 of Eurocopter AS350 ASB No. 05.00.62.

- Note 2:** The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements 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.
- Note 3:** The installation of a reworked lever (marked with an 'X') is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.
- Note 4:** The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.
(Corrected EASA AD 2011-0038-E refers)
- Compliance:**
1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.
 2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119).
 3. Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.
 4. From 30 April 2010 (the effective date of DCA/AS350/119).

Effective Date: 9 March 2011

DCA/AS350/121 Hydraulic Servo Hoses – Inspection and Rework

- Applicability:** Model AS 350 B, BA, BB, D, B1, B2 and B3 helicopters, all S/N fitted with a single hydraulic power system and forward (pitch) servo-control hydraulic hoses P/N 704A34-412-033 (or MP/N 675-102-05-01) and P/N 704A34-412-035 (or MP/N 675-102-06-01).
- Requirement:** To prevent an inflight main gearbox compartment fire due to possible hydraulic fluid leaks from the forward hydraulic servo control hoses which could result in loss of main rotor and aircraft control, accomplish the following:
1. Install protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 on hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 as applicable, per the instructions in paragraph 2.B.2 of Alert Service Bulletin (ASB) No. 29.00.13 revision 0, dated 26 July 2010 or later EASA approved revisions.
 2. Hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 may not be fitted to any helicopter without protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 as applicable, per the instructions in paragraph 2.B.2 of ASB No. 29.00.13.
- Note:** Modification 074238 has been introduced on new helicopters at production. This modification satisfies requirement 1 of this AD.
(EASA AD 2011-0033 refers)
- Compliance:**
1. By 30 April 2011.
 2. From 31 March 2011.

Effective Date: 31 March 2011

DCA/AS350/122 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS350/123 Tail Gearbox Casing Assembly – Inspection and Replacement

- Applicability:** Model AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 or MA47631.

Requirement: To prevent loss of tail rotor pitch control due to possible cracks in the TGB control lever attachment yoke which could result in loss of aircraft control, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS350 ASB 65.00.46 revision 0, dated 18 May 2011 or later approved revisions.

If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS350 ASB 65.00.46.

2. An affected TGB casing shall not be fitted to any aircraft unless the pitch control lever attachment yokes on the TGB casing assembly have been inspected and found serviceable per the requirements of this AD.

(EASA AD 2011-0104 refers)

Compliance: 1. TGB casings with less than 550 hours TSN:

By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.

TGB casings with more than 550 hours TSN:

Within the next 100 hours TIS or by 30 July 2012, whichever occurs sooner.

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS350/124 Cancelled – EASA AD 2011-0164R1 refers

Effective Date: 28 February 2017

DCA/AS350/125 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS350/126 Cancelled – EASA AD 2012-0252 refers

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

Applicability: Model AS 350 B2 helicopters, all S/N fitted with a Turbomeca Arriel 1D1 engine and embodied with Eurocopter modification 073273, excluding helicopters embodied with modification 074346.

Requirement: To prevent failure of the engine fire detection system which could result in an undetected engine fire and loss of the aircraft, accomplish the following:

Modify the fire detection system by installing resistor modules 39W and 38W per the instructions in paragraph 3 of Eurocopter AS350 Emergency ASB 26.00.02 dated 23 February 2012 or later approved revisions.
(EASA AD 2012-0033R1 refers)

Compliance: Within the next 40 hours TIS or by 14 May 2012 whichever occurs sooner, unless previously accomplished.

Effective Date: 1 March 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.

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers (s/n), and AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except those that embody modification AL. 4262.

Effective Date: 15 October 2012

2012-0207-E Cancelled – EASA AD 2012-0217-E refers

Effective Date: 19 October 2012

2012-0217-E Cancelled – EASA AD 2013-0029 refers

Effective Date: 1 March 2013

2012-0252 Cancelled – EASA AD 2017-0035 refers

Effective Date: 6 March 2017

2012-0257-E Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled

Effective Date: EASA AD 2012-0257-E – 7 December 2012
EASA AD 2012-0257-CN – 25 July 2024

2013-0029 Tail Rotor Laminated Half Bearings – Inspection

Applicability: AS 350 B3 helicopters, all serial numbers, if modified in production by incorporating Eurocopter modification (MOD) 07 5601, except those helicopters that have been modified by incorporating Eurocopter MOD 07 5606 in production.

Note: MOD 07 5601 is an integral part of a specific AS 350 B3 model configuration, commercially identified as “AS350B3e” and is not fitted on AS 350 B3 model helicopters of other configurations

Effective Date: 1 March 2013

2013-0044-E Cancelled – EASA AD 2013-0284-E refers

Effective Date: 4 December 2013

2013-0061 Cancelled – EASA AD 2013-0191-E refers

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection and Replacement

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, equipped with single hydraulic main and tail servo-controls manufactured by “SAMM”, “TRW”, “GOODRICH”, or “UTAS”

Effective Date: 18 April 2013

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0191-E Canceled – EASA AD 2017-0052 refers**Effective Date:** 7 April 2017**2010-0006 Canceled by EASA on 3 September 2021****Effective Date:** 3 September 2021**2013-0281R1 Position Strobe Light – Inspection**

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers (s/n), and AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n, if modified in production with (optional) modification OP0811 and equipped with a Grimes-Honeywell power supply unit, Part Number (P/N) 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

Effective Date: 2013-0281 - 11 December 2013
2013-0281R1 - 13 February 2015

2013-0284R1 Canceled – EASA AD 2014-0233 refers**Effective Date:** 31 October 2014**2013-0287 Canceled – EASA AD 2021-0195 Refers****Effective Date:** 3 September 2021**2014-0076R3 Canceled – EASA AD 2022-0051 refers****Effective Date:** 5 April 2022**2014-0132R1 Rotating Star Swashplate – Inspection**

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, and EC130 B4 and T2 helicopters, all serial numbers, if equipped with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0233 Hydraulic Pump Bearing - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers,
Fitted with single hydraulic system (PRE MOD OP3346 or OP3082) and incorporating Airbus Helicopters, modification 079566 (hydraulic pump drive assembly part number (P/N) 350A35-0132-00 equipped with bearing P/N 704A33651243), or
Modified in service by Airbus Helicopter Alert Service Bulletin (ASB) No. 05.00.72 Rev.04 when the pump drive assembly is equipped with bearing P/N 704A33651243,
Except helicopters which embody modification 079568 (hydraulic pump drive assembly P/N 350A35-0132-01 fitted with bearing P/N 704A33651269).

Effective Date: 31 October 2014**Transport Canada AD CF-2015-10 STC SR00825NY-D - Hydraulic Test Switch Replacement**

Applicability: Airbus Helicopters (formerly Eurocopter) AS 350 Series Helicopters equipped with Console Upgrade Kits VIA-350-24-001 or -002 in accordance with Supplemental Type Certificate (STC) SR00825NY-D.

Effective Date: 20 May 2015**2015-0094 Canceled by EASA on 3 September 2021****Effective Date:** 3 September 2021

DGAC AD 1991-165-058R1 Electric Hoist Bonding – Inspection

Applicability: AS 350 series helicopters specified in DGAC AD 1991-165-058R1 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2015-0178 Normal Procedures – AFM Amendment

Applicability: AS 350 B3 helicopters, all serial numbers, if fitted with a dual hydraulic system, production modification (mod) OP 3082, or mod OP 3346.

Effective Date: 31 August 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if equipped with tail rotor (TR) drive shaft bearings as indicated in Table 1 of this AD.

Effective Date: 7 October 2015

DCA/AS350/128C Forward Two-place Seat - Operating Limitations

Applicability: All AS350 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS350/128C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS350/128B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

Requirement: To prevent a reduction of flight safety from that provided by the manufacturer, accomplish the following:

1. Determine the longitudinal moment arm of the forward two-place seat using the center of the seat pan cushion as a measurement reference point.

Complete and issue a new form CAA 2173 Weight and Balance Data.

The weight of the seat components must be included in the CG calculations. If a seat adaptor plate is fitted the moment (position and weight) of the plate must also be considered for the CG calculation.

The lateral CG arm of the helicopter must not be assumed to be zero. The lateral CG must be recorded and be within the limits specified in the AFM.

Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.

2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

3.

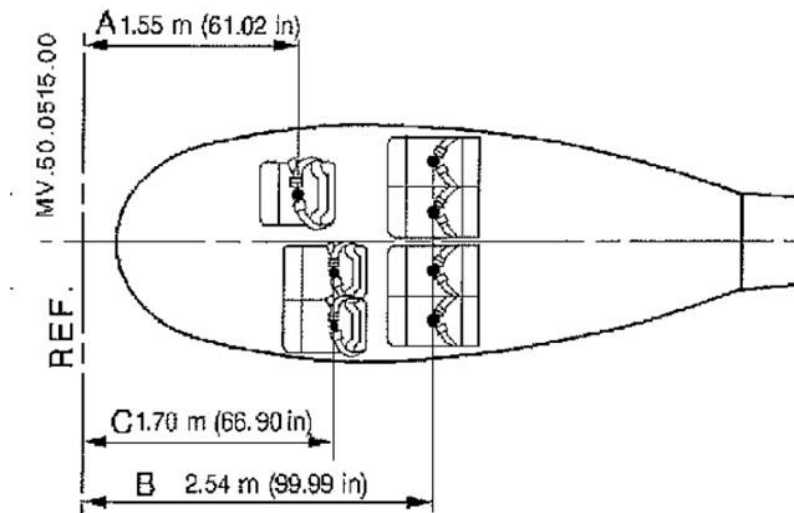


Figure: Airbus Helicopters recommended CG position of forward two-place seat

- Compliance:**
1. Before further use of the forward two-place seat, unless previously accomplished.
 2. Before further use of the forward two-place seat.

Effective Date:

DCA/AS350/128	- 27 November 2015
DCA/AS350/128A	- 14 December 2015
DCA/AS350/128B	- 30 June 2016
DCA/AS350/128C	- 22 March 2018

CAA Approved
AS350 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS350 series helicopters fitted with a forward two-place seat.

Applicability:

All AS350 series helicopters fitted with any forward two-place seat.

Requirements:

Before every flight with occupant(s) or cargo on the forward two-place seat perform a longitudinal and lateral weight and balance calculation in accordance with the AFM and the associated Airbus Helicopters weight and balance procedure. The helicopter center of gravity (CG) must remain within longitudinal and lateral limitations specified in the AFM throughout all phases of flight.

- a. For AS350B and AS350D helicopters the combined weight of the two occupants on the forward two-place seat must not exceed 120kg regardless of longitudinal seat position.
- b. For all other AS350 series helicopters the combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.
- c. For all AS350 helicopters the weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

When performing the longitudinal and lateral weight and balance calculation use the center of the seat pan cushion as a measurement reference point for the longitudinal moment arm of the forward two-place seat.

Estimated or standard occupant weights are not acceptable to determine the helicopter CG. Actual occupant weights must be used and recorded for the CG calculation. Where weighing occupants is not practical (i.e. when uplifting passengers in remote locations), the declared passenger weight plus 6kg must be used for weight and balance calculations.

The lateral CG arm of the helicopter must not be assumed to be zero. Lateral CG must be calculated and must remain within the limits prescribed within the AFM.

Note: If the forward two-place seat has only one occupant, then the standard weight for passengers per CAA Rule Part 135.303(b)(2) as determined per CAA Rule Part 135.303(e) may be used for all passengers. The weight of the occupant seated on the forward two-place seat must not exceed 120kg.

* This page is inserted by NZ AD DCA/AS350/128B.

Page 1 of 1

2016-0020 Main Gearbox Casings – Inspection

Applicability: AS 350 B3 helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3156-21 (Fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (Fitted on assembly 350A32-3156-02) or P/N 350A32-3121-04 or P/N 350A32-3121-06 or equipped with MGB bottom Casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0021 Main Gearbox Bottom Casing – Inspection

Applicability: AS 350 B1, B2 and AS 355 E, F, F1, F2, N helicopters, all serial numbers, if equipped with main gearbox (MGB) bottom Casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0220 Dual Hydraulic System – Inspection

Applicability: AS 350 B3 helicopters, all serial numbers, if equipped with a dual hydraulic system, except those that embody Airbus Helicopters modification (mod) 074719 and mod 074622.

Effective Date: 18 November 2016

2016-0260 Main Rotor NR Indicator – Inspection

Applicability: AS 350 B2 helicopters, all serial numbers, if equipped with NR sensor Part Number 704A37614007, except helicopters modified in accordance with AH modification 350A084886.00.

Effective Date: 3 January 2017

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2 and AS 350 B3 helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

Note 1: EASA AD 2017-0020R1 is revised to include requirements for reverting to the original ALS interval for affected pitch rods. Some editorial changes have also been made which does not affect the technical content of the AD.

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

Effective Date: EASA AD 2017-0020-E - 9 February 2017
EASA AD 2017-0020R1 - 30 May 2019

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N fitted with an Autopilot (AP), and AS350 B3 helicopters, all S/N, without an AP installed, but embodied with modification (mod) 073252; except helicopters that have mod 074819 embodied.

Effective Date: EASA AD 2011-0164R1 - 28 February 2017
EASA AD 2011-0164R2 - 28 September 2017
EASA AD 2011-0164R3 - 30 April 2020

2017-0032 Canceled by EASA on 11 August 2021**Effective Date:** 11 August 2021**2017-0035 Twist Grip Assembly – Inspection****Applicability:** AS 350 B3 helicopters, all serial numbers, if equipped with ARRIEL 2B engines.**Effective Date:** 6 March 2017**2017-0052 Canceled – EASA AD 2017-0059 refers****Effective Date:** 13 April 2017**2017-0059 Canceled – EASA AD 2023-0133 refers****Effective Date:** 27 July 2023**2017-0089R1 Main Rotor Mast Upper Bearing - Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.**Note:** This AD revised to introduce an amended OEM ASB to clarify affected parts identification.**Effective Date:** EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020**2017-0109 (Correction) Starter Generator and Brushes - Inspection****Applicability:** AS 350 B, AS 350 B1, AS 350 BA and AS 350 BB helicopters, all S/N except those helicopters fitted with a Vehicle and Engine Management Display (VEMD) System.

AS 350 B2 helicopters, all S/N

AS 350 B3 helicopters, all S/N, fitted with an ARRIEL 2B engine.

Effective Date: 7 July 2017**2017-0114 Canceled - EASA AD 2020-0186 refers****Effective Date:** 3 September 2020**2017-0143 Direct Current (Optional) Second Battery – Replacement****Applicability:** AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA, AS 350 BB and AS 350 D helicopters fitted with a Very Cold Weather Starting Installation (a second battery), except those helicopters embodied with modification 074838 at manufacture.**Effective Date:** 31 August 2017**Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement****Applicability:** Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit).

These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS350/129A Cargo Swing Modification OAL114 – Inspection

- Applicability:** All AS350 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.
- Note:** DCA/AS350/129A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.
- Requirement:** To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:
1. Revise the AFM and insert OAL AFM Supplement MB 25.00.149, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM. Introduce OAL ICA MB 25.00.149 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.149 revision 1, or later approved revision, unless previously accomplished.
 2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.149 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.
- Compliance:**
1. By 25 November 2018.
 2. For bucket operations:
Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.
For non-bucket operations:
By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS350/129 - 28 June 2018
DCA/AS350/129A - 25 October 2018

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.

Effective Date: 4 October 2018

FAA AD 2018-18-12 Cancelled – FAA AD 2019-16-16 refers

Effective Date: 26 September 2019

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D and AS350D1 helicopters fitted with an Air Comm air conditioning system P/N AS350-202-1, AS350-202-2, AS350-202-3, AS350-202-4, AS350-202-5, AS350-204-1, AS350-204-2, AS350-204-3, AS350-204-4, AS350-204-5, AS350-204-6, AS350-204-7, AS350-204-8, AS350-204-9, AS350-204-10, AS350-204-11 or AS350-204-12.

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

DCA/AS350/130 HETS STC 11/21E/34 – Removal from Service

- Applicability:** All AS350 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.
- Requirement:** To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:
1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
 2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
 3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.
- Note 1:** The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the List of Technical Data accepted by the Director under the provisions of CAR 21.503(a) available on the CAA website.
- Note 2:** In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.
- Compliance:** By 31 March 2019
- Effective Date:** 31 January 2019

Transport Canada CF-2019-01 Helicopter External Transport System (HETS) STC SH98-35

- Applicability:** HETS™ certified under Transport Canada Supplemental Type Certificate (STC) SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:
- Airbus Helicopters (formerly Eurocopter France) model AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA and AS 350 D.
- Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2. MD Helicopter Inc. model 369, 369A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, 369FF and 500N. Bell Helicopter Textron Canada Ltd. model 206B, 206L, 206L-1, 206L-3, 206L-4 and 407.
- Note:** HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).
- Effective Date:** 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

- Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.
- Effective Date:** 3 April 2019

DGAC AD 2001-557-086R3 Starflex Star – Inspection

- Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N fitted with a Starflex star P/N 350A31.1916.00 mounted on a main rotor hub not embodied with Mod 076221.
- Note 1:** DGAC AD 2001-557-086R3 supersedes DCA/AS350/61A, which mandated DGAC AD 2001-557-086R2.
- Note 2:** The inspection per mandatory action 3.1 in DGAC AD 2001-557-086R3, which is required after every flight when the rotors are stopped, 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:** 27 June 2019

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: AS 350 B3 helicopters, all S/N fitted with a dual hydraulic system OP 3346 or OP 3082.

Effective Date: 29 August 2019

FAA AD 2019-16-16 Inlet Barrier Filter – Inspection

Applicability: AS350B, AS350B1, AS350B2, AS350B3, and AS350BA helicopters fitted with a Pall Aerospace Inlet Barrier Filter (IBF) element P/N CE01301F2, CE01301F2B, CE01303F2, or CE01303F2B.

Effective Date: 26 September 2019

2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection

Applicability: AS 350 B3 helicopters, all S/N fitted with a SAFRAN Helicopter Engines (SAFRAN) ARRIEL 2D engine, having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

Applicability: AS 350 BB helicopters, all S/N.

Note: The initial inspection of the spherical bearing elastomer per the AD requirements must be accomplished by an aircraft maintenance engineer. The repetitive inspection per mandatory action (1) in EASA AD 2019-0280, may be accomplished by adding the inspection requirement to the helicopter 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. If any defects are found, then an aircraft maintenance engineer must inspect the spherical bearing elastomer and accomplish the corrective actions per EASA AD 2019-0280, before further flight.

Effective Date: 3 December 2019

FAA AD 2020-02-23 Emergency Float System STC SR00470LA – Inspection

Applicability: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters embodied with STC SR00470LA.

Effective Date: 28 February 2020

DCA/AS350/131 Dual Front Seat Modification MB 25.20.05 - Inspection

Applicability: AS350 series helicopters embodied with Ntech Dual Front Seat Modification MB 25.20.05 revisions 0, 1, 2 or 3 before 27 February 2020.

Requirements: To ensure that the helicopter weight and balance limitations are not exceeded throughout the flight and to ensure the airworthiness of the dual front seat installation, accomplish the following:

Amend the aircraft flight manual (AFM) and introduce Ntech Dual Front Seat Flight Manual Supplement FMS 25.20.05 revision 4, dated 14 February 2020, or later approved revision, into the AFM.

Amend the aircraft maintenance programme and introduce Ntech Dual Front Seat Instructions for Continued Airworthiness ICA MB 25.20.05 revision 1, dated 14 February 2020, or later approved revision, into the aircraft maintenance programme.

Accomplish an inspection of the dual front seat installation per the instructions in ICA MB 25.20.05, unless previously accomplished within the last 1200 hours TIS, or 1200 cycles, or 48 months, whichever is the sooner since installation of modification MB 25.20.05 on the aircraft. Install a placard per FMS 25.20.05 on the left side of the

dual front seat installation in clear view of boarding passengers and flight crew, unless previously accomplished.

Note: FMS 25.20.05 revision 4, dated 14 February 2020, or later CAA approved revision and ICA MB 25.20.05 revision 1, dated 14 February 2020, or later approved revision can be obtained from:

NTech Limited
Ardmore Airport
PDC 14, Papakura, Auckland 2244
Tel: +64 9 296 1950
Fax: +64 9 296 1952
Email: info@ntech.co.nz

Compliance: At the next maintenance inspection, or the next review of airworthiness, or the next annual inspection, whichever occurs first.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3, AS 350 D helicopters, all S/N.

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

2020-0217-E Cancelled – EASA AD 2021-0023 refers

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS350 B2 and AS 350 D helicopters, all S/N.

Note 1: Initial tail rotor blade leading edge protection shield inspection: An initial inspection per requirements (1) and (2) of EASA AD 2020-0224 original issue, or revision 1, must be accomplished by an aircraft maintenance engineer.

Note 2: The visual inspection before every flight per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter 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.

If any defects are found in the tail rotor blades during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the tail rotor hub body and accomplish the corrective actions per EASA AD 2020-0224R1, before further flight.

Effective Date: EASA AD 2020-0224-E - 20 October 2020
EASA AD 2020-0224R1 - 26 November 2020

2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification

Applicability: AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2 and AS 350 D helicopters, all S/N, except those helicopters embodied with Airbus Helicopters modification MC20096.

Effective Date: 2 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers**Effective Date:** 3 April 2023**2021-0099 Cancelled – EASA AD 2023-0075 refers****Effective Date:** 14 April 2023**2021-0123-E Tail Rotor Load Compensator – Inspection****Applicability:** AS 350 B, AS 350 B2, AS 350 B3 and AS 350 BA helicopters, S/N 1241, 1525, 1601, 1708, 1825, 1910, 1973, 2056, 2072, 2361, 2394, 3170, 3223, 3479, 3789, 9005, 9010 and 9035.**Effective Date:** 11 May 2021**2021-0168 Cancelled – EASA AD 2024-0018 refers****Effective Date:** 25 January 2024**2021-0194R1 Cancelled – EASA AD 2024-0133 refers****Effective Date:** 25 July 2024**2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment****Applicability:** AS 350 B3 helicopters, all S/N fitted with an ARRIEL 2D engine.**Effective Date:** 3 September 2021**2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.**Effective Date:** EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025**2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection****Applicability:** AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS350 Service Bulletin (SB) No. 53.00.58 in service.**Note:** EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.**Effective Date:** EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022**2022-0077-E Flight Control Flexball Cables - Replacement****Applicability:** AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA, AS 350 BB and AS 350 D helicopters, all S/N.**Effective Date:** 2 May 2022**2022-0128 Main Gearbox Bracket Bolts - Inspection****Applicability:** AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 B3 helicopters, all S/N.**Effective Date:** 28 July 2022**2022-0246 Main Rotor Blades - Inspection****Applicability:** AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 D helicopters, all S/N.**Effective Date:** 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 B3 helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter 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.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

Applicability: AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3 helicopters, all S/N with a date of manufacture before 15 May 2023; and

AS 350 D helicopters, all S/N with a date of manufacture before 15 May 2023, except helicopters fitted with a Lycoming engine.

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

Applicability: AS 350 B, AS 350 D, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2 and AS 350 B3 helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

Applicability: AS 350 B3 helicopters, all S/N.

Effective Date: EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025

2024-0018 Indicating / Recording Systems Control Unit – Inspection**Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0133R1 Cancelled – EASA AD 2026-0102 refers****Effective Date:** 9 June 2026**2024-0139 Vertical Fin - Inspection****Applicability:** AS 350 B3 helicopters, all S/N except those helicopters embodied with modification (MOD) 073148 in production.**Note:** The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2024-0139 may be accomplished by adding the inspection requirement to the helicopter 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.

If any evidence of cracks or defects are detected in the right-hand side of the vertical fin spar, then an aircraft maintenance engineer must accomplish an inspection per requirement (6) of EASA AD 2024-0139, before further flight.

Effective Date: 26 July 2024**2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection****Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).**Effective Date:** 6 February 2025**2025-0036 Cargo Hook Assembly – Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0137 Cancelled – EASA AD 2026-0101 refers****Effective Date:** 9 June 2026**2025-0159 Sliding Door Placards - Installation****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, helicopters, all S/N embodied with modification 0720257.**Effective Date:** 7 August 2025**2025-0263 (Correction) Single Generation Hydraulic System Wiring Diode – Cut-off Test****Applicability:** AS 350 B2 helicopters, S/N 1095, 1149, 1157, 1179, 1189, 1193, 1215, 1240, 1262, 1377, 1432, 1440, 1495, 1527, 1647, 1669, 1670, 1693, 1736, 1784, 1794, 1845, 1848, 1856, 1896, 1924, 1984, 2041, 2055, 2083, 2101, 2245, 2249, 2294, 2363, 2426, 2427, 2430, 2510, 2515, 2532, 2546, 2552, 2611, 2623, 2650, 2682, 2801, 2802, 2868, 2869, 2941, 2959, 2969, 9037, 9049 and 9056.**Effective Date:** 18 December 2025

2026-0021 MGB to Fuselage Mounts and Attachment - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, helicopters, all S/N delivered before 01 January 2026 (date of the EASA Form 52, or equivalent statement of conformity).

Effective Date: 26 February 2026

2026-0052R1 Fuse Cover Attachment of Circuit Breaker Panel - Modification

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N embodied with modification (mod) 073273 and mod 073274, except those helicopters which are embodied with mod 074280.

Effective Date: EASA AD 2026-0052 - 26 March 2026
EASA AD 2026-0052R1 - 23 July 2026

2026-0089 Starter Generator Limitation Label - Installation

Applicability: AS 350 B3 helicopters, all S/N fitted with a starter generator P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configurations:

Equipped with a SAFRAN (formerly Turboméca) ARRIEL 2D engine;

Airbus Helicopters modification (mod) 073345 is embodied;

Airbus Helicopters mod 073354 is embodied.

Effective Date: 4 June 2026

2026-0101 Airworthiness Limitations Section - Amendment

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N.

Effective Date: 9 June 2026

2026-0102 Airworthiness Limitations Section - Amendment

Applicability: AS 350 B, AS 350 B1, AS 350 BA, AS 350 BB, and AS 350 D helicopters, all S/N.

Effective Date: 9 June 2026

2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N.

Effective Date: 25 June 2026

2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection

Applicability: AS 350 B3 helicopters, all S/N.

Effective Date: 23 July 2026

*** 2026-0146 Mechanical Dropping Control - Inspection**

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N.

Effective Date: 3 September 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 355 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters AS 355 series manufactured under Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
AS 355 F1	EASA R.146 (formerly DGAC 168)
AS 355 F2	EASA R.146 (formerly DGAC 168)
AS 355 N	EASA R.146 (formerly DGAC 168)
AS 355 NP	EASA R.146 (formerly DGAC 168)

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/>

Links to other 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 *

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DCA/AS355/1 Fatigue Critical Components - Retirement

Applicability: All model AS355 E, F, F1 and F2.

Requirement: All service life limited components must be retired from service not later than the times shown in the AS355E, F, F1 and F2 Master Servicing Recommendations, Section 5.99 (Issue 1, Rev.14) for AS355E, (Issue 1, Rev.15) for AS355F, and (Issue 1, Rev.5) for AS355 F2.

Effective Date: 18 March 1988

DCA/AS355/2 Tail Rotor Blades - Inspection

Applicability: All models AS355, with tail rotor blades P/N 350A.12.0030.00 to .05

Requirement: Inspect blade stainless steel leading edge protection for bond separation per Aerospatiale Workcard AS355 No.64.10.00.601.
(BV AD F-1982-025-004 refers).

Compliance: Prior to blade installation and thereafter at intervals not exceeding 10 hours TIS until accumulation of 100 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/3C Cancelled – EASA AD 2015-0195 refers

Effective Date: 7 October 2015.

DCA/AS355/4 Upper Fin Attachment - Inspection

Applicability: All models AS355, not incorporating mod. 350A07.1047 (SB 55.02).

Requirement: Inspect per Aerospatiale SB 05.03. Renew cracked fittings before further flight.
(BV AD F-1982-099-006 refers).

Compliance: At intervals not exceeding 10 hours TIS until modified per SB 55.02.

Effective Date: 18 March 1988

DCA/AS355/5 Main Gear Box Filter - Inspection

Applicability: All models AS355, with main gear box fitted with a TEDECO magnetic plug P/N B4439 and electrical indication (SB 63.02) not incorporating mod. 350A.07.1211 (SB 63.02 Rev.1).

Requirement: Inspect per Aerospatiale SB 05.07.
(BV AD F-1982-180-009 refers).

Compliance: At intervals not exceeding 100 hours TIS until modified per SB 63.02 Rev.1.

Effective Date: 18 March 1988.

DCA/AS355/6 Horizontal Stabilizer - Inspection

Applicability: All models AS355, with horizontal stabilizer P/N 355A.13.0520.01.01.

Requirement: A. Inspect per Aerospatiale SB 05.10A paras 1 and 2.
B. Retire horizontal stabilizer from service per Aerospatiale SB 01.10.
(BV AD F-1983-115-015 and F-1984-17-21 refers).

Compliance: A. Inspections - At intervals not exceeding 10 hours and 300 hours TIS respectively.
B. Retirement - At 700 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/7 Main Gear Box, Epicyclic Gear Cages - Retirement

- Applicability:** All models AS355, with planet pinion cages P/N's 350A.32.3147.20 and 350A.32.1081.20 or .21.
- Requirement:** Retire affected pinion cages from service per Aerospatiale SB 01.07 Rev.2.
(DGAC AD F-1983-166-018 refers)
- Compliance:** P/N 350A.32.3147.20 - At 160 hours TTIS.
P/N 350A.32.1081.20 and .21 - At 300 hours TTIS.
- Effective Date:** 18 March 1988

DCA/AS355/8D Cancelled – EASA AD 2024-0134 refers

Effective Date: 25 July 2024

DCA/AS355/9 Main Gear Box, Bevel Ring Gear Assembly - Inspection

- Applicability:** All models AS355, with gear assemblies P/N 355A.32.0600.00 and 01 not incorporating mods. AMS07.7082, AMS07.7083 or AMS07.7098.
- Requirement:** Visually inspect per Aerospatiale SB 05.05 Rev.1 para 1C(1) and check screw torque per para 1C(2). Correct defective screw installations before further flight.
(BV AD F-1985-069-024 refers).
- Compliance:** Visual inspection - At intervals not exceeding 50 hours TIS until torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.
Torque check - Within next 300 hours TIS, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/10 Main Rotor Mast - Inspection

- Applicability:** All models AS355, with main rotor masts P/N 350A37.1076.04, .05 or .06.
- Requirement:** Inspect per Aerospatiale SB 05.08 Rev.2. Renew defective parts before further flight. (BV AD 83-31-11(B) refers).
- Compliance:**
1. At 300 hours TTIS, or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 300 hours TIS.
 2. Before further flight following severe rotor tracking anomalies.
- Effective Date:** 18 March 1988

DCA/AS355/11 Raised Skid Landing Gear - Modification

- Applicability:** All models AS355, with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755.
- Requirement:** To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.04A. (BV AD F-1986-032-027 refers).
- Compliance:** Within next 10 hours TIS, unless already accomplished, or prior to flotation gear installation.
- Effective Date:** 18 March 1988

DCA/AS355/12C Main Rotor Head, Main Gear Box and Landing Gear – Inspection

- Applicability:** All model AS355E, AS355F, AS355F1 and AS355F2 helicopters.
- Note:** The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.14A can be obtained from the Eurocopter T.I.P.I. web site under AS 355 ASB 01.00.14
- Requirement:** To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:
1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.14A or later approved revisions. Rework or renew defective parts before further flight.
 2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.14A. Rework or renew defective parts before further flight.
- (BV AD 1986-126-029 refers)
- Compliance:**
1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).
 2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.
- Effective Date:** DCA/AS355/12A - 25 May 1990
DCA/AS355/12B - 2 July 1999
DCA/AS355/12C - 30 September 2010

DCA/AS355/13 Hydraulic System - Modification

- Applicability:** All models AS355, not incorporating mod. AMS 350A07-1765.
- Requirement:** To prevent possible over pressure of hydraulic system, modify per Aerospatiale SB 29.01 Rev.1
(BV AD F-1986-150-030 refers).
- Compliance:** Within next 300 hours TIS or three months, whichever is the sooner, unless already accomplished.
- Effective Date:** 18 March 1988

DCA/AS355/14 MGB Suspension Bars - Inspection

- Applicability:** All model AS355E, F, F1 and F2.
- Requirement:** 1. Inspect suspension bars per Aerospatiale S.B. 05.16 para 1C(1) and identify bar ends found free from defects per para 1C(2)(A).
2. Inspect per para 1C(2)(B).
Bars with longitudinal displacement of spherical bearings, or sealing compound discrepancies must be removed from service before further flight.
(BV AD F-1987-038-032 refers)
- Compliance:** Within next 10 hours TIS, unless already accomplished, thereafter re inspect at intervals not exceeding 10 hours TIS.
- Effective Date:** 18 March 1988

DCA/AS355/15 Main Rotor Sleeve Beams - Inspection

- Applicability:** All models AS355, with sleeve beams P/N 350A31.1831.04, .05, .06 and .07.
- Requirement:** Retire affected sleeve beams from service and inspect per Aerospatiale SB 01.13.
(BV AD F-1986-035-028 R1 refers)
- Compliance:** Retirement - At 1500 hours TTIS, or as otherwise prescribed in SB 01.13.
Inspection - Prior to further flight following any severe tracking defect.
- Effective Date:** 18 March 1988

DCA/AS355/16 Sliding Doors - Modification

- Applicability:** All models AS355, with LH and/or RH sliding doors.
- Requirement:** To preclude possibility of door loss in flight, modify per Aerospatiale SB 52.10.
(BV AD F-1987-089-033 refers).
- Compliance:** By 31 May 1988
- Effective Date:** 18 March 1988

DCA/AS355/17B Main Rotor, Rotating Swash Plate - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with swash plates fitted with bearings P/Ns VH36132 (704A33.651.051), Y 51 BB 10843 SI M 73 (704A33.651.080), INA 36132A (704A33.651.126).
- Requirement:** To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.16R2. Renew defective parts before further flight.
(BV AD F-1989-156-039 R3 refers).
- Compliance:** 1. Within next 10 hours TIS (T.I.S), unless already accomplished, and thereafter relubricate per SB 62.16R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.
2. Check per SB 62.16R2 para 1.C-g following last flight on each day the aircraft is operated.
- Effective Date:** DCA/AS355/17A - 2 March 1990
DCA/AS355/17B - 29 November 1991

DCA/AS355/18 MGB Oil Cooler Fan Assembly - Inspection

- Applicability:** All model AS355 Series with tail rotor drive shaft forward element P/N 355A34-1037-00.
- Requirement:** To prevent excessive fan assembly vibration, modify and inspect assembly per Aerospatiale SB 05.20 issue 2.
(BV AD 1988-057-036 R2 refers).
- Compliance:** Within next 50 hours TIS unless already accomplished and thereafter re-inspect as prescribed in SB 05.20 issue 2.
- Effective Date:** 2 March 1990

DCA/AS355/19 Tail Rotor Pitch Control Lever Expansion Pin - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N.
- Requirement:** To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-
1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-34. If a crack is found replace the TGB per the SB before further flight.
2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-34. Rectify if necessary as prescribed by the SB, before further flight.
(BV AD F-1991-138-043 refers)
- Compliance:** 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.
2. Within next 50 hours TIS.
- Effective Date:** 4 July 1991

DCA/AS355/20 Emergency Location Transmitter (ELT) Antenna - Modification

- Applicability:** All model AS355E, F, F1, and F2 fitted with the JOLLIET ELT system.
- Requirement:** To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 355 SB 25.33.
(BV AD F-1992-142-045 refers)
- Compliance:** Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.
- Effective Date:** 30 October 1992.

DCA/AS355/21A Pitch Change Lever Bushes - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.
- Requirement:** To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.24 R1. Renew defective parts per SB 62.24 R1. (BV AD F-1992-183-046 R1 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/AS355/21 - 27 November 1992
DCA/AS355/21A - 11 June 1993

DCA/AS355/22 Main Rotor Mast Assembly - Inspection

- Applicability:** Model AS355E, F, F1, F2 and N fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.
- Requirement:** As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-37, paragraphs DD (A) or (B) as appropriate and EE. (BV AD F-1993-031-047 refers)
- Compliance:** 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.
- Effective Date:** 27 March 1993

DCA/AS355/23A Sliding Windows - Inspection

- Applicability:** All Model AS355E, F, F1, F2, and N fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.
- Requirement:** To prevent window separation in flight accomplish the following:
1. Inspect per Eurocopter SB 05.26 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.26 R1 before further flight.
2. Modify (Repair) per paragraph 1C2 of SB 05.26 R1. (BV AD F-1993-089-048 R1 refers)
- Compliance:** 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.26 R1. After modification, inspect at intervals not to exceed 100 hours TIS.
2. Modify within next 100 hours TIS.
- Effective Date:** DCA/AS355/23 - 3 September 1993
DCA/AS355/23A - 18 March 1994

DCA/AS355/24 Main and Tail Rotor Servo Controls - Inspection

- Applicability:** All model AS355E, F, F1 and F2 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.
- Requirement:** To preclude possible failure of servo control assembly bolts, inspect per Eurocopter SB 01.21 R1 and renew bolts as prescribed. (BV AD F-1988-183-037 R1 refers)
- Compliance:** Within next 50 hours TIS or by 30 November 1993 whichever is the sooner, unless already accomplished.
- Effective Date:** 29 October 1993

DCA/AS355/25 MGB Oil Pressure Switch - Removal

- Applicability:** Model AS355E, F, F1, F2 and N fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).
- Requirement:** Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.39.
(BV AD F-1994-088-050 refers)
- Compliance:** By 1 August 1994
- Effective Date:** 8 July 1994

DCA/AS355/26 Cyclic Pitch Change Control Rod - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.
- Requirement:** To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-38. Replace any rods found not safetied per SB 01-38 before further flight.
(BV AD F-1994-179-051 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 23 December 1994

DCA/AS355/27A Main Rotor Shaft Oil Jet – Inspection

- Applicability:** Model AS355E, F and F1 aircraft fitted with a “TIMKEN” main rotor shaft P/N 355A37-0000 (all dash numbers) that have logged less than 100 operating hours since new or overhaul.
- Note:** This AD revised to correct the P/N of the affected main rotor shaft.
- Requirement:** To ensure correct lubrication of the shaft bearing, accomplish the following:
1. Inspect the main rotor shaft per the instructions in paragraph CC and DD of Eurocopter France AS 355 Telex Service No 01-41.
Replace any assembly that does not comply with the requirements in Telex Service No 01-41 before further flight.
 2. An affected main rotor shaft with less than 100 operating hours since new or overhaul may not be fitted to any aircraft unless the actions in this AD have been accomplished.
(BV AD 94-280-052(B)R1 refers)
- Compliance:**
1. Before further flight unless previously accomplished.
 2. From 9 March 1995 (effective date of DCA/AS355/27).
- Effective Date:** DCA/AS355/27 - 9 March 1995
DCA/AS355/27A - 21 April 2011

DCA/AS355/28 MGB Suspension Bi-directional Cross Beam - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.
- Requirement:** To prevent failure of the suspension cross beam, accomplish the following:-
1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:
 - 1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.29 and rectify defects if necessary as detailed.
 - 1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.29.
 2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.29 accomplish the following:
 - 2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.29 and rectify any defects found as detailed.
 - 2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.29.
- Note:** If there is no record of the number of the flying hours logged or of the number of cycles completed:
 If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
 If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.
3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.29.
 (DGAC AD F-1996-155-053 R1 refers)
- Compliance:** Compliance is required at the times specified within the requirement of this airworthiness directive.
- Effective Date:** 29 August 1997

DCA/AS355/29 Tail Boom Attachment Screws - Replacement

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.
- Requirement:** To prevent failure of the tail boom attachment screws, accomplish the following:-
- Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter "M" on their head above the designation "BC" per paragraph 2.B.1 of Eurocopter Alert Service Bulletin 01.00.43.
- Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.43.
- (DGAC AD F-1997-146-054 R1 refers)
- Compliance:** Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.
- Effective Date:** 29 August 1997

DCA/AS355/30B Tail Rotor Hub Pitch Change Plate Bearings - Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 355 SB 65.00.15R1).

Requirement: To prevent seizure of the tail rotor hub pitch change plate bearings and loss of control of the helicopter, accomplish the following:-

1. Check the rotation torque of the bearing per paragraph 2B(1) of Eurocopter AS355 ASB 05.00.30.
2. Inspect for axial play, friction point and brinelling per paragraph 2.B.2 of Eurocopter AS355 ASB 05.00.30.
3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1)b) and 2.B 2) of Eurocopter AS355 ASB 05.00.30.

If the measured rotational load is greater than 300 grams, remove the pitch change plate assembly from the aircraft or do not install if the assembly as held as a spare.

If the measured rotational load is less than 300 grams, and if the axial play is greater than or equal to 0.4mm and/or friction points or brinelling are detected;

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them per paragraph 2.B 3)b) of Eurocopter AS355 SB 05.00.30 R2.
- Replace the pitch change plate bearing with a bearing in airworthy condition.
(DGAC AD 1999-084-057(A) R3 refers)

Compliance:

1. Unless already accomplished, within the next 10 hours TIS or 14 days, whichever is the sooner.
2. Within next 10 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 6 months whichever is the sooner.
3. Before installing a pitch change plate assembly or a tail rotor gear box assembly held as spare.

Effective Date: DCA/AS355/30A - 10 June 1999
DCA/AS355/30B - 17 December 1999

DCA/AS355/31 Flight Manual - Revision

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N.

Requirement: To alert the pilot to a possible reduction in available engine power as a result of P2 system 3-way coupling valve failure, accomplish the following:-

1. Insert the rush revision (date code 99-03) into the applicable flight manual.
 2. Insert the normal revision (date code 99-03) into the applicable flight manual.
- (DGAC AD F-1999-084-057 refers)

Compliance:

1. By 7 June 1999, unless already accomplished.
2. Within one month of receipt of the normal revision.

Effective Date: 7 May 1999

DCA/AS355/32 Single Pole Circuit Breakers – Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N. equipped with single-pole CROUZET circuit breakers, P/Ns:

- | | | | |
|-------|-----------|-------------|--|
| - 5 | amperes : | 84 4000 032 | Emergency flotation gear optional installation |
| - 10 | amperes : | 84 4000 034 | |
| - 1 | ampere : | 84 4000 028 | Other optional installations |
| - 3 | amperes : | 84 4000 031 | |
| - 7.5 | amperes : | 84 4000 033 | |
| - 15 | amperes : | 84 4000 035 | |
| - 20 | amperes : | 84 4000 036 | |

(a) Delivered new between April 24, 1995, and August 31, 1996.

(b) Delivered new before April 24, 1995 or after August 31, 1996 if:

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.
- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

Requirement: To ensure that there is no loss of electrical continuity, accomplish the following:-

1. Inspect the circuit breakers and replace if necessary per Eurocopter AS 355 SB 01.00.44.
2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD F-1998-510-055 refers)

Compliance: 1. Inspect within next 200 hours TIS or by 7 August 1999, whichever is the sooner. For those circuit breakers held as spares, inspect before installation.

2. Replace by 1 January 2000.

Effective Date: 7 May 1999

DCA/AS355/33 Cancelled – EASA AD F-2000-223-059R1 refers

Effective Date: 31 October 2013

DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding

Applicability: AS 355 E, F, F1, F2 and N helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation of an electrostatic spark between the re-fueling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex AS 355 No. 28.00.10, paragraph C.C.

(DGAC AD F-2000-302 refers)

Compliance: For ferry fuel tanks which are already installed on a helicopter, before the next re-fueling. For ferry fuel tanks which are not installed on a helicopter before installation.

Effective Date: 27 July 2000

DCA/AS355/35B Use of the Landing Light – AFM Revision

- Applicability:** AS 355 E, F, F1, F2 and N helicopters that are equipped for IFR flights but without MOD 073019 incorporated or prior to compliance with EUROCOPTER AS 355 SB No. 24.00.14, and equipped with the following electrical master boxes:
48xGC01Yxxx up to S/N 1352 and 49xGC01Yxxx up to S/N 1143.
- Requirement:** To prevent electrical power failure, except direct battery, during flights with high OAT and prolonged use of the landing light, do not use the landing light except during takeoff and landing. The electrical power failure is due to the disengagement of 40A contactors in the electrical power systems below their nominal threshold.

Do not use the landing light except during takeoff and landing.
In case of electrical power failure (except direct battery) in flight, apply the procedure described in paragraph C.C.2 of EUROCOPTER AS 355 ASB 25.00.63.

1. A copy of this AD and ASB 25.00.63 must be inserted into the applicable flight manual. Alternatively, a manufacturer's flight manual revision with the same wording is acceptable.

2. Replace the non-temperature-compensated contactors with temperature-compensated circuit breakers, in accordance with the instructions described in Eurocopter AS 355 ASB No. 24.00.14 (MOD 073019). Incorporation of this modification is a terminating action for this AD.

(DGAC AD F-2000-339-060 R2 refers)

- Compliance:**
1. By 27 March 2003, if not already accomplished.
 2. Modify by 1 August 2003.

Effective Date: DCA/AS350/35A - 26 October 2000
DCA/AS350/35B - 27 February 2003

DCA/AS355/36 Tail Rotor Hub Pitch Change Plate Bearings - Replacement

- Applicability:** AS 355, versions E, F, F1, F2 and N fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).
- Requirement:** To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below.
(DGAC AD F-2001-073-061 refers)
- Compliance:**
- (a) AS 355 N version:
- For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.
For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.
For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.
For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 300 hours TTIS.
- (b) AS 355 E, F, F1 and F2 versions:
- For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.
For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.
For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 1200 hours TTIS.
- (c) Transfer of bearings between AS 355 versions:
- If bearings are to be transferred from one AS 355 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.
- Effective Date:** 15 March 2001

DCA/AS355/37 Cancelled – DCA/AS355/83 refers**Effective Date:** 27 March 2008**DCA/AS355/38A Starflex Bush – Inspection****Applicability:** AS 355 E, F, F1, F2, and N model helicopters equipped with “Starflex” star P/N 350A31.1916.00.

Requirement: To detect bonding failure of the metal bush installed in each ‘Starflex’ arm end, accomplish the following:-

1. Inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush as per work card 62.20.00.601 para 7. If a gap is found, replace starflex before further flight.
2. Install stop stud at the bottom of each frequency adapter (MOD 076221) in accordance with paragraph 2 of AS 355 ASB No. 62.00.26.

(DGAC AD F-2001-558-064 R2 refers)

Compliance:

1. Before further flight and thereafter during each pre-flight inspection.
2. By 31 May 2002.

Note 1: 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).

Note 2: Failure of the bush may occur suddenly and is characterised by strong 1 per revolution main rotor vibrations as the bush is centrifuged outwards. If these symptoms are detected the pilot should immediately select the minimum power recovery speed (approx 60 knots) and land as soon as possible with minimum load factors.

Effective Date: DCA/AS355/38 - 22 November 2001
DCA/AS350/38A - 28 February 2002

DCA/AS355/39 Cancelled - DCA/AS355/48 refers**Effective Date:** 30 October 2003**DCA/AS355/40 Cancelled - DCA/AS355/67 refers****Effective Date:** 16 August 2006**DCA/AS355/41 HSI - Inspection****Applicability:** AS 355 E, F, F1, F2 and N fitted with HSI KI 525A.

Requirement: To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the P/N of HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions given in Eurocopter AS 355 ASB 34.00.09 or later approved revisions.

(DGAC AD F-2002-280-068R1 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first**Effective Date:** 27 June 2002

DCA/AS355/42 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement

Applicability: AS 355 F, F1, F2 and N fitted with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair since overhaul at Hawker Pacific Aerospace, USA, before 01 March 2002.

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 355 ASB 67.00.23 or later approved revisions.

(DGAC AD F-2002-315-069R1 refers)

Compliance:

Servo control TTIS (hours)	Replace before (whichever occurs first)
less than 1000	next 550 hours TIS or by 27 June 2003
1000 - 1300	1,550 hours TTIS or by 28 March 2003
1300 or more:	next 250 hours TIS or by 28 Dec 2002

Effective Date: 27 June 2002

DCA/AS355/43 Tail Servocontrol – Locking of Eye End Fitting

Applicability: AS 355 E, F, F1, F2 and N equipped with tail servo controls all part numbers that have not been modified per MOD 073139 or Eurocopter AS 355 Service Bulletin No 67.00.22.

Requirement: Inspect locking of the eye end fitting to servocontrol coupling per Eurocopter AS 355 Alert Telex 05.00.36. If play is detected or if the lock washer is not correctly positioned rectify before further flight per the referenced Alert Telex.

(DGAC AD F-2001-581-063 R1 refers)

Compliance: Aircraft with greater than 500 hours TTIS; accomplish within 50 hours TIS and thereafter at intervals not to exceed 550 hours. Aircraft with less than 500 hours TTIS; accomplish before reaching 550 hours TTIS and thereafter at intervals not to exceed 550 hours.

Effective Date: 27 June 2002

DCA/AS355/44A Cancelled – DCA/AS355/60 refers

Effective Date: 23 February 2006

DCA/AS355/45 Cancelled – EASA AD 2019-0228 refers

Effective Date: 26 September 2019

DCA/AS355/46 Cyclic Friction Cup - Inspection

Applicability: AS 355 E, F, F1, F2 and N, modified per MOD 070682 (AS 355 SB No. 67.08), and before embodiment of MOD 073179.

Requirement: To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions in Eurocopter AS 355 ASB 67.00.24 or later approved revisions. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.
(DGAC AD F-2003-003R1 refers)

Compliance: By 28 February 2003, and thereafter each readjustment of the cyclic stick longitudinal nose-up control stop.

Effective Date: 30 January 2003

DCA/AS355/47 Dynamic Components – Life Correction

Applicability: AS 355 E, F, F1, F2 and N, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.

Requirement: To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance centers (D.E.R.H) listed in Alert Telex 62.00.27, accomplish the following:

1. With reference to the equipment log cards (FME) determine whether any of the helicopter's dynamic components embody parts affected by this directive, IAW the instructions of paragraph 2.B.1 of the Alert Telex. If a check reveals that no components are affected, no further action is required.
2. If affected parts are fitted, correct the operating hours IAW the instructions of Paragraph 2.B.2 of the Alert Telex. If after correction, the operating hours of a part exceed its life limit, remove the part from service. Comply with paragraph 2.B.2 of the Alert Telex before installing dynamic components or parts held as spares that have undergone repair or overhaul.

(DGAC AD F-2002-452 R1 refers)

Compliance:

1. Within 10 hours TIS
2. Within 50 hours TIS

Effective Date: 29 May 2003

DCA/AS355/48 TRW-SAMM Servo Controls - Replacement

Applicability: AS355 E, F, F1, F2 and N equipped with the following main and tail TRW SAMM servo controls:

A.	<u>P/N</u>	<u>S/N</u>
	SC5083:	1500 through 1515.
	SC5084	722 through 726.
B.	<u>P/N</u>	<u>S/N</u>
	SC5081-1:	78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.
	SC5082-1:	045, 180, 194, 197, 254, 264.
	SC5083:	01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.
	SC5084:	013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.
	SC5071-1:	343, 389.
	SC5072:	003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servo controls with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servo controls are exempt from the actions of this AD.

Requirement: Due to a quality control problem, the above servo controls may be non-airworthy and must be removed from service. Inspect to determine S/N of the servocontrols and replace any affected servo controls with serviceable units.

(DGAC AD F-2003-100 and Eurocopter ASB 01.00.48 refers)

Compliance: Servo control with S/N in list A, before further flight.
Servo controls in list B, within 550 hours TIS or by 30 October 2005 whichever occurs first.

Effective Date: 30 October 2003

DCA/AS355/49A Flight Control Stops – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter AS 350 ASB 67.00.25 revision 1 or later.
2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322 R1 refers)

Compliance:

1. Within 100 hours TIS.
2. Within 500 hours TIS.

Effective Date: DCA/AS355/49 - 30 October 2003
DCA/AS355/49A - 28 July 2005

DCA/AS355/50B Newly Overhauled or Repaired Main Gearboxes - Removal from Service

Applicability: AS 355 E, F, F1, F2 and N fitted with a new MGB bevel reduction gear or a MGB bevel reduction gear, that does not have MOD 077212 incorporated and has logged fewer than 10 hours TIS since new, overhaul or repair.

Requirement: To prevent MGB free-wheel slippage and engine shut-down due to overspeed, accomplish the following:

For aircraft equipped with at least one of the dynamic components listed in the applicability, having logged less than 10 hours TIS since new, overhaul or repair, further flights are prohibited until MOD 0077212 is incorporated.

For aircraft equipped with the dynamic components listed in the applicability, having logged 10 flying hours or more since new or overhaul or repair, flights can be continued.

(EASA AD 2006-0250 refers)

Note: Eurocopter AS 355 Alert Service Bulletin No. 63.00.21 also refers.

Compliance: Before further flight, unless already accomplished.

Effective Date: DCA/AS355/50 - 15 December 2003
DCA/AS355/50A - 25 March 2004
DCA/AS355/50B - 28 September 2006

DCA/AS355/51 Rear Fuselage - Inspection

Applicability: AS 355 helicopter versions E, F, F1, F2 and N pre-MOD 073215, or **not** equipped with the four reinforcement angles, P/Ns 350A08.2493.20 / .21 / .22 / .23, following repair per MRM Work Card 53.10.22.772.

Requirement: To prevent loss of the helicopter due to cracking of the tail boom junction frame accomplish either part 1 or part 2 as applicable:

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:
 - a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.42
 - b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.
 - c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.

d. If there is a crack in the rear frame, more than 30 mm long, carry out the repair as per MRM Work Card 53.10.22.772, no later than within 110 hours TIS, if all the cracks are less than or equal to 50 mm, or before further flight, if one or more crack is more than 50 mm long.

2. For aircraft **equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. comply with paragraph 2.B.2 of the referenced ASB. If there is a crack in the reinforcement angles, replace the frame per the instructions described in paragraph 2.B.2 of the referenced ASB before further flight.

(DGAC AD F-2004-036 refers)

Compliance: Before accumulating 2700 hours TIS or within 100 hours TIS whichever is the later and thereafter at intervals not to exceed 550 hours TIS.

Effective Date: 25 March 2004

DCA/AS355/52A Cancelled – DCA/AS355/65 refers

Effective Date: 1 June 2006

DCA/AS355/53 Hydraulic System Cut-off - Modification

Applicability: AS 355 E, pre-Mod 073263

Requirement: To prevent a possible load imbalance in the flight controls due to residual fluid trapped after shutting off the hydraulic assistance, modify the electrical system in accordance with Eurocopter AS355 ASB 29.00.04.

(DGAC AD F-2004-090 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

DCA/AS355/54 Cancelled - DCA/AS355/70 refers

Effective Date: 28 September 2006

DCA/AS355/55 Tail Rotor Blade Trailing Edge Tab – Inspection

Applicability: All model AS355 E, F, F1, F2, and N aircraft, fitted with tail rotor blades P/N 355A 12.0040 and P/N 355A 12.0050 all dash numbers inclusive, with S/Ns 8400 through 9224 which have not been repaired per Repair Sheet No 238 or Work Card 64.10.00.872.

Requirement: To prevent the failure of tail rotor blade trailing edge tab due to debonding and subsequent increase in the vibration level of the aircraft, accomplish the following:

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.
2. Before installing spare tail rotor blades confirm that additional rivets have been installed on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

(DGAC AD F-2004-176 refers)

Compliance:

1. Within 100 TIS or by 28 July 2005, whichever is the sooner.
2. Prior to installation for any affected tail rotor blades.

Effective Date: 28 April 2005

DCA/AS355/56B Cancelled - DCA/AS355/71 refers**Effective Date:** 28 September 2006**DCA/AS355/57 Cancelled – DCA/AS355/66 refers****Effective Date:** 1 June 2006**DCA/AS355/58 Cancelled - DCA/AS355/68 refers****Effective Date:** 28 September 2006**DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection****Applicability:** Model AS 355 F, F1, F2 and N aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.**Requirement:** To prevent cable damage caused by malfunction of the up end-of-travel stop mechanism, accomplish the following:

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 355 Alert Service Bulletin AS355 No. 25.00.68.
2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.68.
3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.68.
(DGAC AD F-2002-028-066 R1 refers)

Compliance:

1. Before the next hoisting mission and on each installation of a hoist in the helicopter.
2. Every 50 hoisting cycles or 3 months, whichever occurs first.
3. Each day that the hoist is to be used.

Effective Date: 1 December 2005**DCA/AS355/60 Cancelled – DCA/AS355/73 refers****Effective Date:** 25 January 2007**DCA/AS355/61 Main Servo Controls – Inspection****Applicability:** Model AS 355 E aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, andOn which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

Compliance with MET Work Card 67.30.00.402 since MET Revision 04-06.

Requirement: To detect cracks in the tapered housing of a main servo-control, which in time could lead to the loss of the attachment of the servo-control to the non-rotating swashplate, and subsequent loss of aircraft control, accomplish the following:

1. Inspect the tapered housings of the main servo-controls for cracks, per the instructions specified in paragraph 2.B.2. of Eurocopter AS 350 Alert Service Bulletin (ASB), No. 05.00.48.

If no cracks are found, comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48, before further flight. No further action is required.

2. If a crack is found, accomplish the following:
 - a) If the crack is vertical along the servo-control axis and is less than 20 mm long comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48 and identify the end of the crack using an indelible ink marker, before further flight.

Inspect for crack growth per the instructions in paragraph 2.B.4. of the ASB No. 05.00.48.

- b) If the crack is vertical along the servo-control axis and is 20mm or longer, or the crack has grown by more than 5mm, or there is an oblique or a horizontal crack, or there are several cracks, replace the servo-control per the instructions in paragraph 2.A. of ASB No. 05.00.48, before further flight.

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.48. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.48. If a crack is evident, return the servo-control to Eurocopter for repair.

Note 2: The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.48, is a terminating action to the requirements of this AD.

- Compliance:**
1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.
 - 2.a) At every ALF-check inspect for crack growth, without exceeding 10 hours TIS between two inspections, and replace cracked servo-controls within 150 hours TIS or by 6 June 2006 or if crack growth exceeds 5mm, whichever occurs first. (ALF-Check: Check after last flight of the day.)
 - 2.b) Before further flight.

Effective Date: 7 March 2006

DCA/AS355/62 Cancelled – DCA/AS355/63 refers

Effective Date: 1 June 2006

DCA/AS355/63 Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/64A Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/65 Tail Rotor Control Cable - Replacement

- Applicability:** Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft, fitted with stainless steel-caged ball-type controls pre-MOD 072771, P/Ns:
- 704A 34-130-068 with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling,
 - 704A 34-130-086 without AFCS and without collective-to-yaw control coupling.

Requirement: To prevent binding in stainless steel-caged ball-type yaw controls, which may generate increased control loads or a feeling of pedal seizure, replace with new Teflon-caged ball-type controls, per the instructions in paragraph 2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.26 revision 2.

(EASA AD 2006-0081 refers)

Note: Stainless steel-caged ball-type controls P/Ns 704A34-130-068 and 704A34-130-086 held as spares, are to be returned to Eurocopter.

Compliance: Before further flight following any report by the pilot of tail rotor control binding, or by 23 August 2006, whichever is the sooner, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/66 Tail Rotor Drive Shaft – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft fitted with a tail rotor drive shaft forward shaft section P/N 355A 34-1090-00 with S/Ns M 858 through M 873.

Requirement: A metallurgical non-conformity was discovered on a flange of the tail rotor drive shaft forward shaft section of an Ecureuil helicopter. A stress analysis has shown that this non-conformity may significantly reduce the strength of the forward shaft section. With the service life of the forward shaft section possibly being significantly reduced, remove the tail rotor drive shaft forward shaft section and install a new part, per the instructions specified in paragraph 2.B of Eurocopter AS 355 ASB 01.00.51. (EASA AD 2006-0100 refers)

Note 1: This AD does not apply to aircraft delivered after 1 January, 2005.

Note 2: Tail rotor drive shaft forward shaft sections specified in the applicability section of this AD are to be returned to the manufacturer at the latest by 31 December 2005.

Compliance: At 2500 hours TTIS or by 31 December 2006, whichever is the sooner, for aircraft with up to 2400 hours TTIS, unless already accomplished.

Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner, for aircraft with more than 2400 hours TTIS, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/67 Cancelled - DCA/AS355/77 refers

Effective Date: 18 May 2007

DCA/AS355/68B Cancelled – DCA/AS355/81 refers

Effective Date: 27 September 2007

DCA/AS355/69 Cancelled – DCA/AS355/96 refers

Effective Date: 29 March 2012

DCA/AS355/70 Sliding Door Rollers and Rails – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.39, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 355 ASB No. 05.00.39 accomplish the following actions per paragraph 2.B.2 of AS 355 ASB No. 05.00.39:

- If $C1 > 5 \text{ mm}$ and $C2 > 1.5 \text{ mm}$: Door opening in flight is permitted.
- If $C1 < 5 \text{ mm}$ and/or $C2 < 1.5 \text{ mm}$: Door opening in flight is prohibited.

If $C1 < 5 \text{ mm}$ and/or $C2 < 1.5 \text{ mm}$, then fix a '**Door Opening in Flight is Prohibited**' placard on the instrument panel of the aircraft.

Note 1: Before installing sliding doors held as spares, accomplish the requirements of this AD.

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 355 Service Bulletin No. 52.00.22 is a terminating action to the requirements of this AD. (EASA AD 2006-0249 refers)

Compliance: Before further flight, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 28 September 2006

DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection

- Applicability:** All model AS 355 E, F, F1, F2 and N aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.
- Requirement:** To prevent the failure of the blade of the cabin vibration damper assembly, which could lead to the failed part interfering with the trim actuator rod, resulting in the jamming of the flight controls accomplish the following:
1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.46.
- Replace cracked blades per paragraph 2.B.1. of AS 355 ASB No. 05.00.46, before further flight.
2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 355 ASB No. 53.00.22.
- Note 1:** After blade replacement, continue inspecting the blades for cracks per requirement 1, at every daily post flight inspection, until accomplishment of requirement 2.
- Note 2:** Sign logbook for compliance with requirement 1 at time of raising the aircraft technical log.
- Note 3:** Accomplishment of requirement 2 (MOD 073325) is a terminating action to the requirements of this AD.
- Note 4:** This AD is applicable to AS 355 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055.
(EASA AD 2006-0273 refers)
- Compliance:**
1. At every daily post flight inspection.
 2. By 30 June 2007.
- Effective Date:** 28 September 2006

DCA/AS355/72 Starter Generator – Load Limitation

- Applicability:** Model AS 355 N aircraft fitted with all P/N starter generators, and not embodied with MOD 073344.
- Requirement:** To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the starter generator current draw is limited to 100 Amps at altitudes above 3000 meters (10000 feet).
- Install a label indicating this load limitation on the instrument panel below the ammeter, per the instructions in paragraph 2.B. of Eurocopter AS 355 Alert Service Bulletin No. 01.00.52.
- (EASA AD 2006-0338 refers)
- Compliance:** Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.
- Effective Date:** 30 November 2006

DCA/AS355/73 Cancelled – DCA/AS355/80 refers

DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection

- Applicability:** Model AS 355 F, F1, F2 and N aircraft, all S/N
- Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:
- P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.
- P/N SC8043, S/N 865, 866, 867 or 881.
- Requirement:** To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.28.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
- Note:** Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
- (EASA AD 2007-0099 refers)
- Compliance:**
1. By 31 July 2007.
 2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.
- Effective Date:** 31 May 2007

DCA/AS355/75 Engine Automatic Relighting System – Installation

- Applicability:** Model AS 355E, AS 355F, AS 355F1 and AS 355F2 aircraft fitted with Allison 250-C20F engines with air intake debris guards.
- Requirement:** To prevent engine flame out in heavy precipitation at low ambient temperatures, install a manufacturer approved automatic engine relighting system or a continuous ignition system.
- Note 1:** The installation of an automatic engine relighting system per the instructions in Eurocopter AS350 Service Bulletin No. 80.02 revision 2, or later approved revisions, is an acceptable means of compliance to the requirements of this AD.
- Note 2:** Aircraft are prohibited from being operated in heavy precipitation at ambient temperatures below + 5 degrees celsius per the operating limitations in section 2.1 of the AFM, unless fitted with an automatic engine relighting system or a continuous ignition system per the requirements of this AD.
- Note 3:** For aircraft already modified per AMS 350A 07-1823 and AMS 350A 07-1905, embody modifications AMS 350A 07-1910 and AMS 350A 07-1920 in order to prevent inadvertent operation of the automatic engine relighting system.
- Note 4:** Installation of the Aerospatiale relighting kit requires exclusive utilisation of Champion or Auburn Igniters P/N 68 77518, or Champion Igniters P/N 23006266 with service life limits of 1200 hours for each approved igniter.
- (DGAC AD 1986-153-031 R4 refers)
- Compliance:** By 30 November 2007, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/AS355/76 Load Compensator Lever – Inspection

Applicability: Model AS 355 N and AS 355 F2 aircraft, all S/N

Requirement: To prevent restricted yaw control travel due to the possibility of the incorrect load compensator lever being fitted to the aircraft which could result in loss of control of the aircraft, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/Ns of both the load compensator lever and the hydraulic actuator assembly fitted to the aircraft, per the instructions in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.29, revision 1. If the P/Ns cannot be identified, accomplish the instructions in paragraph 2.B.2. of ASB No. 67.00.29 to determine the relevant P/Ns.

2. For aircraft not embodied with MOD 072065:

If compensator lever P/N 355A27-0082-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0072-00, per the instructions in paragraph 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0082-00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 1: Aircraft not embodied with mod 072065 are fitted with hydraulic actuator assembly P/N 355A75-1370-01 or 355A75-1370-03.

3. For aircraft embodied with MOD 072065:

If compensator lever P/N 355A27-0072-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0082-00, per the instructions in 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0072- 00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 2: Aircraft embodied with mod 072065 are fitted with hydraulic actuator assembly 355A75-1370-02 or 355A75-1370-04.
(EASA AD 2007-0131-E refers)

Note 3: From the effective date of this AD, load compensator lever P/N 355A27-0082-00 shall not be fitted on any AS 355 N or AS 355 F2 aircraft not embodied with MOD 072065, and load compensator lever P/N 355A27-0072-00 shall not be fitted to any AS 355 N and AS 355 F2 aircraft embodied with MOD 072065.

Compliance: 1. Before further flight.
2. & 3. Within the next 10 hours TIS.

Effective Date: 18 May 2007

DCA/AS355/77A Cancelled – DCA/AS355/86 refers

Effective Date: 5 March 2009

DCA/AS355/78 Cabin Floor Cross Member – Inspection

Applicability: Model AS355 E, F, F1, F2 and N aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

Requirement: To prevent a cracked cabin floor cross member at X2325 possibly resulting in reduced ability to control aircraft yaw, accomplish the following:

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 355 Alert Service Bulletin (ASB) No. 53.00.23.

If a cross-member and doublers are installed, no further action is required.

If a cross-member and/or doublers are not installed, inspect for cracks per AS 355 ASB No. 53.00.23.

If no cracks are found inspect the tail rotor control rigging per AS 355 ASB No. 53.00.23, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

If any cracks are found accomplish a manufacturer approved repair scheme, before further flight.

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 355 ASB No. 53.00.23. (EASA AD 2007-0139-E refers)

- Compliance:**
1. Within the next 10 hours TIS or by 18 June 2007, whichever occurs sooner, and thereafter at intervals not to exceed 50 hours TIS until accomplishment of requirement 2.
 2. By 18 May 2008.

Effective Date: 18 May 2007

DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N,
Fitted with Goodrich main rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573,
P/N SC5083-1, S/N 2902 through to 2921,
P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695,
P/N SC5084-1, S/N 1462 through to 1481, or
Fitted with Goodrich tail rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5072, S/N 222M, 306M or 309.

- Requirement:** To prevent the distributor slide valve jamming on its sleeve due to the possibility of excessive play in the servo control input lever bearing which could result in reduced rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 01.00.53 revision 1.

If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53, before further flight.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53. (EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS355 ASB No. 01.00.53.

- Compliance:**
1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.
 2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers**Effective Date:** 25 September 2015**DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection****Applicability:** All model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors without MOD 073298 and/or MOD 073308 embodied.**Note:** This AD supersedes DCA/AS355/68B with the inclusion of requirements 3 and 4.**Requirement:** To detect cracks in the rear roller support shaft and the rear fitting of the sliding door, accomplish the following:

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.45.

If cracked, replace per paragraph 2.B in AS 355 ASB No. 05.00.23, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 355 ASB No. 52.00.23.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.23 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 355 ASB No. 52.00.23.

4. Rail roller pins P/N 350A25-1275-20 and cast roller support fittings P/N 350A25-1270-20 and P/N 350A25-1270-22 shall not be fitted to any aircraft.

(EASA AD 2007-0236 refers)

Compliance: 1. At 100 hours TTIS or within 20 hours TIS whichever is the later, unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007**DCA/AS355/82 Collective Lever Recess - Modification****Applicability:** Model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 aircraft not embodied with MOD 071995.**Requirement:** To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.12 revision 2.

2. Covers P/N 355A27-2373-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

Compliance: 1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.

2. From 29 November 2007.

Effective Date: 29 November 2007

DCA/AS355/83 Rear Bench Seat Cushions – Removal

Applicability: Model AS 355 E, F, F1, F2 and N models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 355 Service Bulletin No. 25.00.66.

Note 1: This AD supersedes DCA/AS355/37 and includes modification 073166 (per AS 355 SB No.25.00.66) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following text: "Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied."

Note 2: This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.

Note 3: The embodiment of modification 073166 per AS 355 SB No.25.00.66 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008

Effective Date: 27 March 2008

DCA/AS355/84 Cancelled – DCA/AS355/85 refers

Effective Date: 23 February 2009

DCA/AS355/85 Fin Attach Fittings – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 355A14-0522-00XX, 355A14-0522-01XX, 355A14-0522-02XX, 355A14-0522-03XX, 355A14-0522-13XX, 355A14-0522-14XX and 355A14-0522-15XX, and

Lower fin assembly P/N 355A14-0521-00XX, 355A14-0521-01XX, 355A14-0521-02XX and 355A14-0521-03XX.

Note 1: This AD supersedes DCA/AS355/84 which superseded DCA/AS355/64A. This AD retains the requirements of DCA/AS355/84, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS355/64A.

Requirement: To prevent failure of the upper and lower fin attachment fittings due to fatigue, which could result in loss of the vertical fin, accomplish the following:

1. For helicopters fitted with upper and lower fins without MOD 073288 embodied:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph 2.B.2. in Eurocopter AS 355 ASB No. 55.00.11 revision 2 or later approved revisions.

2. For helicopters fitted with upper and lower fins with MOD 073288 embodied:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 in AS 355 ASB 55.00.11. If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable in AS 355 ASB 55.00.11.

3. For helicopters fitted with upper and lower fins without MOD 073330 embodied:

Remove the upper and lower fins and embody modification 073330 per AS 355 ASB No. 55.00.12. revision 1 or later approved revisions.

4. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 355 ASB No. 55.00.12. (EASA AD 2009-0029 refers)

Note 2: Accomplishment of requirement 3 of this AD is a terminating action for the repetitive inspections of requirement 2.

Note 3: With the embodiment of modification 073330 per requirement 3 of this AD the lower and upper fittings bolts P/N 22126BV060032L and washers P/N 23112AG060LE are replaced with special bolts P/N 350A23-4016-20 and special washers P/N 350A23-4017-22.

Compliance:

1. Within the next 15 hours TIS unless already accomplished.
2. For aircraft with more than 100 hours TIS since the last inspection:

Within the next 15 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

For aircraft with less than 100 hours TIS since the last inspection:

Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.

3. By 15 April 2009 unless previously accomplished.
4. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS355/86 Tail Rotor Blade Skin – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP aircraft, all S/N fitted with tail rotor blades P/N:

- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14, and
- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08, and
- 355A12-0050-00/ -01/ -02/ -03/ -04/ -05.

Note 1: This AD supersedes DCA/AS355/77A with no change to the requirement. This AD introduces model AS 355 NP aircraft in the applicability.

Requirement: To prevent tail rotor blade skin separation causing significant imbalance and possibly resulting in loss of aircraft control, accomplish the following:

1. Visually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.38, revision 3 or later approved revisions. If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 355 ASB No. 05.00.38, before further flight.

Note 2: The visual 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).

Note 3: Sign log book for requirement 1 compliance at time of raising tech log.

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 355 ASB No. 05.00.38, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

For tail rotor blades with S/N below 8419, with annotation “repaired as per Work Card 64.10.00.872” or “repaired as per Work Card 64.10.20.712” recorded on the log card, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph 2.B.1 of AS 355 ASB No. 05.00.38 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 355 ASB No. 05.00.38 revision 2 is acceptable to comply with requirements 2 and 3 of this AD. (EASA AD 2009-0039 refers)

Compliance:

1. After the last flight of the day without exceeding 10 flight hours between each check.
2. By 5 April 2009, unless previously accomplished.
3. From 5 March 2009.

Effective Date: 5 March 2009

DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers**Effective Date:** 31 October 2013**DCA/AS355/88A Engine and MGB Cowling Locking – Modification****Applicability:** Model AS355E, AS355F, AS355F1 and AS355F2 helicopters, all S/N.**Note 1:** No action required for those aircraft already in compliance with DCA/AS355/88. This AD revised to introduce Kent Helicopters Ltd. modification KHL/MOD/355/001 per requirement vi). This modification was previously approved by the UK CAA. Aircraft already embodied with this modification are compliant with the requirements of this AD.**Requirement:** To prevent the loss of unsecured engine cowls or MGB cowls in flight due to possible incorrect locking of the cowls which could affect flight safety and safety of people on the ground, accomplish one of the following five options:

- i) Eurocopter Modification No. 073313 per the instructions in Eurocopter SB No. 53.00.24 – Improvement to engine and MGB cowling locking, or
- ii) Eurocopter UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning, or
- iii) Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch, or
- iv) Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch, or
- v) Aero Engineering Design Ltd modification 31-10-013 – Installation of cockpit warning.
- vi) Kent Helicopters Ltd. modification KHL/MOD/355/001 – Freefall of cowling and secure latching.

Note 2: For requirement i) of this AD the painting of the flags must be in a conspicuous and in a contrasting colour to the colour scheme of the helicopter.**Note 3:** Eurocopter SB No. 53.00.24 revision 0 or later EASA approved revisions are acceptable for compliance with requirements of this AD.**Note 4:** For any questions concerning the technical content of the requirements in the referenced Aero Engineering Design Ltd. Modification 31-10-013 contact AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.**Note 5:** For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 contact Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford, OX5 1QZ, UK. (EASA AD 2010-0023R2 correction refers)**Compliance:** By 25 March 2012 (the compliance date for DCA/AS355/88).**Effective Date:** DCA/AS355/88 - 25 March 2010
DCA/AS355/88A - 29 March 2012**Effective Date:** 25 March 2010

DCA/AS355/89 Cancelled – DCA/AS355/90 refers**Effective Date:** 9 March 2011**DCA/AS355/90 Tail Gearbox Control Lever – Inspection**

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS355/89 and introduces a new inspection per Eurocopter ASB 05.00.57 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an “X”.

Requirement: To prevent failure of the tail gearbox control lever due to possible induced cracks caused by surface anomalies which could result in reduced aircraft control, accomplish the following:

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS355 ASB 05.00.57 revision 1, dated 23 April 2010 or later EASA approved revisions. If any cracks are found contact the manufacturer and replace the affected control levers per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If no cracks are found accomplish requirement 2 of this AD.

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS355 ASB 05.00.57, or replace with a reworked lever (marked with an “X”), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an “X”) per the instructions in of paragraph 2.B.3 of Eurocopter AS355 ASB No. 05.00.57.

Note 2: The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements 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.

Note 3: The installation of a reworked lever (marked with an ‘X’) is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

Note 4: The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.

(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89).

3. All AS355 series aircraft except AS355N:

Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.

AS355N aircraft:

Before 110 hours TSN or overhaul, or within the next 10 hours TIS for affected TGB control levers with 100 or more hours TSN or overhaul, and thereafter at intervals not to exceed 100 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS355/89).

Effective Date: 9 March 2011

DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 and MA47631.

Requirement: To prevent loss of tail rotor pitch control due to possible cracks in the TGB control lever attachment yoke which could result in loss of aircraft control, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS355 ASB 65.00.22 revision 0, dated 18 May 2011 or later approved revisions. If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS355 ASB 65.00.22.

2. An affected TGB casing shall not be fitted to any aircraft unless the pitch control lever attachment yokes on the TGB casing assembly have been inspected and found serviceable per the requirements of this AD.

(EASA AD 2011-0104 refers)

Compliance: 1. TGB casings with less than 550 hours TSN:

By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.

TGB casings with more than 550 hours TSN:

Within the next 100 hours TIS or by 30 July 2012, whichever occurs sooner.

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS355/93 Cancelled – EASA AD 2011-0164R1

Effective Date: 28 February 2017

DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers

Effective Date: 14 September 2015

DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS355/96 Starter Generator – Inspection

Applicability: Model AS355 N aircraft, all S/N.

Note: This AD retains the requirements in superseded DCA/AS355/69. The AD applicability expanded to include all S/N aircraft, and the inspection intervals and maintenance actions in this AD revised taking the embodiment of Turboméca Modification TU107 (including mod TU106 and the installation of reinforced attachment tabs) into account.

Requirement: To prevent loss of the exhaust pipe ejector in flight due to possible excess starter generator vibration which could result in the failure of the exhaust attachment lugs, accomplish the inspections and corrective actions specified in EASA AD 2012-0022. (EASA AD 2012-0022 refers)

Compliance: At the compliance times specified in EASA AD 2012-0022.

Effective Date: 29 March 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except aircraft embodied with modification AL 4262.

Effective Date: 15 October 2012

2012-0257-E Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled

Effective Date: EASA AD 2012-0257-E – 7 December 2012
EASA AD 2012-0257-CN – 25 July 2024

2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, fitted with a single hydraulic main and tail servocontrols manufactured by “SAMM”, “TRW”, “GOODRICH”, or “UTAS”.

Effective Date: 18 April 2013

2013-0130 Cancelled – EASA AD 2021-0193 Refers

Effective Date: 3 September 2021

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0205 Cancelled – EASA AD 2015-0202 refers

Effective Date: 21 October 2015

DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection

Applicability: AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

Note 1: This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

Note 2: EASA AD F-2000-223-059R1 supersedes DCA/AS355/33 to introduce Eurocopter AS 355 ASB 05.00.33R1 dated 11 March 2004 and change the AD applicability / effectivity to exclude those aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (Mod 076550).

Effective Date: 25 September 2004 (the effective date of DGAC AD F-2000-223-059R1)

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if modified in production with (optional) modification OP0811 and fitted with a Grimes-Honeywell power supply unit, P/N 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

Effective Date: 2013-0281 - 11 December 2013
2013-0281R1 - 13 February 2015

2014-0076R3 Cancelled – EASA AD 2022-0051 refers

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if fitted with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0135-E Cabin Ventilation Air Scoop - Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers.

Effective Date: 29 May 2014

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection

Applicability: AS 355 series helicopters specified in DGAC AD 1991-164-042 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment

Applicability: AS355 N and AS355 NP helicopters, all serial numbers, if fitted with Turboméca ARRIUS 1A, 1A1, or 1M engines.

Effective Date: 26 June 2015

2015-0143-E Tail Rotor Blades – Inspection

Applicability: AS355 NP helicopters, all serial numbers, when equipped with a blade having P/N 355A12-0050-10, P/N 355A12-0050-12, P/N 355A12-0051-10, or P/N 355A12-0051-12.

Effective Date: 17 July 2015

2007-0209R1 Main Gearbox Lubrication Pump – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers, equipped with lubrication pumps Part Number (P/N) 355A32-0700-01, P/N 355A32-0700-02 or P/N 355A32-0701-00, installed on the main gearbox (MGB), except those modified in accordance with Airbus Helicopters modification (mod) 077222.

Effective Date: 25 September 2015

2015-0181 Engine Fire Extinguisher System – Modification

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.

Effective Date: 14 September 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if equipped with tail rotor (TR) drive shaft bearings as indicated in Table 1 of this AD.

Effective Date: 7 October 2015

2015-0202 Cancelled – EASA AD 2016-0109 refers

Effective Date: 28 June 2016

DCA/AS355/97C Forward Two-place Seat – Operating Limitations

Applicability: All AS355 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS355/97C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS355/97B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

Requirement: To prevent a reduction of flight safety from that provided by the manufacturer, accomplish the following:

1. Determine the longitudinal moment arm of the forward two-place seat using the center of the seat pan cushion as a measurement reference point.

Complete and issue a new form CAA 2173 Weight and Balance Data.

The weight of the seat components must be included in the CG calculations. If a seat adaptor plate is fitted the moment (position and weight) of the plate must also be considered for the CG calculation.

The lateral CG arm of the helicopter must not be assumed to be zero. The lateral CG must be recorded and be within the limits specified in the AFM.

Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.

2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

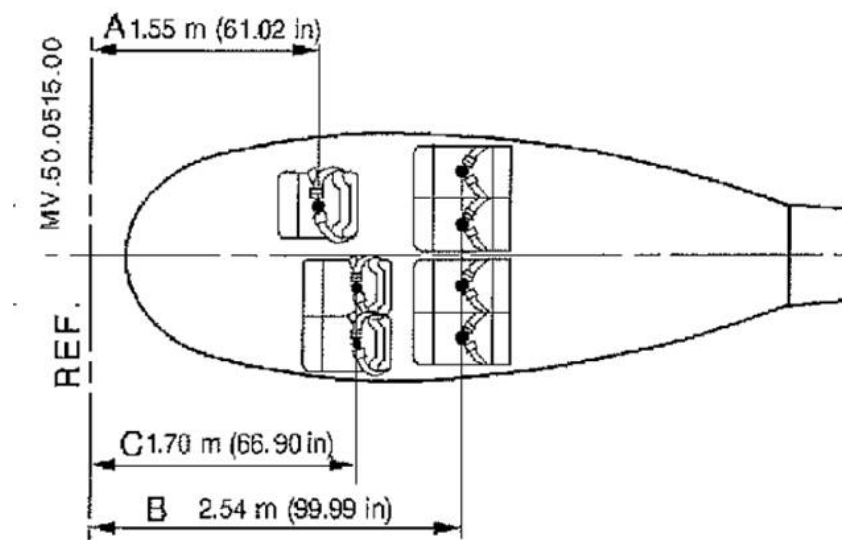


Figure: Airbus Helicopters recommended CG position of forward two-place seat.

Compliance:

1. Before further use of the forward two-place seat, unless previously accomplished.
2. Before further use of the forward two-place seat.

Effective Date:

DCA/AS355/97A	-	14 Decemeber 2015
DCA/AS355/97B	-	30 June 2016
DCA/AS355/97C	-	26 April 2018

CAA Approved
AS355 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS355 series helicopters fitted with a forward two-place seat.

Applicability:

All AS355 series helicopters fitted with any forward two-place seat.

Requirements:

Before every flight with occupant(s) or cargo on the forward two-place seat perform a longitudinal and lateral weight and balance calculation in accordance with the AFM and the associated Airbus Helicopters weight and balance procedure. The helicopter center of gravity (CG) must remain within longitudinal and lateral limitations specified in the AFM throughout all phases of flight.

The combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

The weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

When performing the longitudinal and lateral weight and balance calculation use the center of the seat pan cushion as a measurement reference point for the longitudinal moment arm of the forward two-place seat.

Estimated or standard occupant weights are not acceptable to determine the helicopter CG. Actual occupant weights must be used and recorded for the CG calculation. Where weighing occupants is not practical (i.e. when uplifting passengers in remote locations), the declared passenger weight plus 6kg must be used for weight and balance calculations.

The lateral CG arm of the helicopter must not be assumed to be zero. Lateral CG must be calculated and must remain within the limits prescribed within the AFM.

Note: If the forward two-place seat has only one occupant, then the standard weight for passengers per CAA Rule Part 135.303(b)(2) as determined per CAA Rule Part 135.303(e) may be used for all passengers. The weight of the occupant seated on the forward two-place seat must not exceed 120kg.

* This page is inserted by NZ AD DCA/AS355/97B or 97C.

Page 1 of 1

2016-0021 Main Gearbox Bottom Casing – Inspection

Applicability: AS 355 E, F, F1, F2, N helicopters, all serial numbers, if equipped with main gearbox (MGB) bottom Casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0022 Main Gearbox Casings – Inspection

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3121-07 or equipped with MGB bottom casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0109R1 Fueltron Flowmeter – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.

Effective Date: EASA AD 2016-0109 - 28 June 2016
EASA AD 2016-0109R1 - 10 November 2016

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

Note 1: EASA AD 2017-0020R1 is revised to include requirements for reverting to the original ALS interval for affected pitch rods. Some editorial changes have also been made which does not affect the technical content of the AD.

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained, and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

Effective Date: EASA AD 2017-0020-E - 9 February 2017
EASA AD 2017-0020R1 - 30 May 2019

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with an AP, and AS 355 N and AS 355 NP helicopters, all S/N without an AP installed, but embodied with mod 071908; except helicopters that have mod 074819 embodied.

Effective Date: EASA AD 2011-0164R1 - 28 February 2017
EASA AD 2011-0164R2 - 28 September 2017
EASA AD 2011-0164R3 - 30 April 2020

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0159 Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers.

Effective Date: 8 September 2017

Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit). These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection

Applicability: All AS355 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.355.

Note: DCA/AS355/98A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.355.

Requirement: To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.150, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM.

Introduce OAL ICA MB 25.00.150 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.150 revision 1, or later approved revision, unless previously accomplished.

2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.150 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. For bucket operations: Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.
For non-bucket operations: By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS355/98 - 28 June 2018
DCA/AS355/98A - 25 October 2018

2018-0152 Canceled – EASA AD 2022-0128 refers**Effective Date:** 28 July 2022**2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 4 October 2018**2018-0287 Canceled – EASA AD 2019-0060 refers****Effective Date:** 3 April 2019**DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service****Applicability:** All AS355 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.**Requirement:** To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the list of technical data accepted by the Director on the CAA website.**Note 2:** In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.**Compliance:** By 31 March 2019**Effective Date:** 31 January 2019**Transport Canada CF-2019-01 HETS STC SH98-35****Applicability:** Helicopter External Transport System (HETS™) certified under Transport Canada STC SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.**Note:** HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).**Effective Date:** 22 January 2019**2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 3 April 2019

2019-0184 Main Rotor Servo Actuators – Inspection**Applicability:** AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP series helicopters, all S/N.**Effective Date:** 29 August 2019**2019-0228 Electric Hoist Installation – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Effective Date:** 26 September 2019**FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection****Applicability:** AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP series helicopters embodied with STC SR00645LA.**Effective Date:** 28 February 2020**2020-0064 Emergency Flotation System – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 2 April 2020**2020-0175 Cancelled by EASA on 13 September 2021****Effective Date:** 30 September 2021**2020-0186 Cancelled – EASA AD 2021-0099 refers****Effective Date:** 29 April 2021**2020-0217-E Cancelled – EASA AD 2021-0023 refers****Effective Date:** 2 February 2021**2020-0224R1 Tail Rotor Blades – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Note 1:** Initial tail rotor blade leading edge protection shield inspection: An initial inspection per requirements (1) and (2) of EASA AD 2020-0224 original issue, or revision 1 must be accomplished by an aircraft maintenance engineer.**Note 2:** The visual inspection before every flight, per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter 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.

If any defects are found in the tail rotor blades during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions per EASA AD 2020-0224R1, before further flight.

Effective Date: EASA AD 2020-0224-E - 20 October 2020
EASA AD 2020-0224R1 - 26 November 2020**2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment****Applicability:** AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 series helicopters, all S/N fitted with a Rolls-Royce Corporation (formerly Allison) engine model 250-C20F.**Effective Date:** 22 December 2020

- 2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification**
Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N, except those helicopters embodied with MOD MC20096.
Effective Date: 2 February 2021
- 2021-0027R1 Collective Controls – Modification**
Applicability: AS 355 NP helicopters, all S/N.
Effective Date: EASA AD 2021-0027 - 3 February 2021
EASA AD 2021-0027R1 – 3 February 2021
- 2021-0048 Cancelled – EASA AD 2023-0064 refers**
Effective Date: 3 April 2023
- 2021-0099 Cancelled – EASA AD 2023-0075 refers**
Effective Date: 14 April 2023
- 2021-0193 Cancelled – EASA AD 2024-0134 refers**
Effective Date: 25 July 2024
- 2021-0265 Cowlings - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N.
Effective Date: 7 December 2021
- 2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025
- 2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection**
Applicability: AS 355 E, F, F1, F2 and N helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS355 Service Bulletin (SB) No. AS355 SB No. 53.00.34 as in service.
AS 355 NP helicopters, S/N 5747, and 5749 through to 5766 inclusive, except helicopters embodied with AH AS355 SB No. 53.00.34 in service.
Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.
Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022
- 2022-0069 Cancelled – EASA AD 2022-0180 refers**
Effective Date: 12 September 2022
- 2022-0077-E Flight Control Flexball Cables - Replacement**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 28 July 2022

2022-0180 Tail Rotor Drive Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 12 September 2022

2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with hoist provisions (hoist fixed parts).

Effective Date: 24 November 2022

2022-0246 Main Rotor Blades - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter 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.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0131 Sliding Doors - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0154R1 Vertical Upper Fin Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2023-0154 – 3 August 2023
EASA AD 2023-0154R1 – 26 July 2024

- 2024-0127 Tail Rotor Drive Fan Wheel and 2nd Stage Impeller - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N helicopters, all S/N.
Effective Date: 25 July 2024
- 2024-0134 Cancelled – EASA AD 2026-0103 refers**
Effective Date: 9 June 2026
- 2024-0139 Vertical Fin - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N except those helicopters embodied with modification (MOD) 073148 in production.
Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2024-0139 may be accomplished by adding the inspection requirement to the helicopter 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.
If any evidence of cracks or defects are detected in the right-hand side of the vertical fin spar, then an aircraft maintenance engineer must accomplish an inspection per requirement (6) of EASA AD 2024-0139, before further flight.
Effective Date: 26 July 2024
- 2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection**
Applicability: AS 355 NP and AS 355 N helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).
Effective Date: 6 February 2025
- 2025-0052 Fan Support Legs – Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.
Effective Date: 27 March 2025
- 2025-0159 Sliding Door Placards - Installation**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification 0720257.
Effective Date: 7 August 2025
- 2025-0287 Fuel Draining System - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 29 January 2026
- 2026-0103 Airworthiness Limitations Section - Amendment**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 9 June 2026
- 2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection**
Applicability: AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 23 July 2026
- * 2026-0146 Mechanical Dropping Control - Inspection**
Applicability: AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 3 September 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to the following aircraft manufactured by Airbus Helicopters Deutschland GmbH:

Helicopter Model:	EASA Type Certificate Number:
MBB-BK117 A-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 A-3	R.010 (previously LBA TC No. 3049).
MBB-BK117 A-4	R.010 (previously LBA TC No. 3049).
MBB-BK117 B-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 B-2	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-2 helicopters (marketed under the EC145 designation.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-2 helicopters (marketed under the EC145 T2 and H145 designations.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-3 helicopters (marketed under the H145 designation.)	R.010 (previously LBA TC No. 3049).

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. This AD Schedule includes Luftfahrt Bundesamt (LBA) and Federal Aviation Administration (FAA) ADs mandated by EASA.
4. Links to NAA websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](#)
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk. *

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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.		
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DCA/MBB117/1 Cargo Hook - Modification

- Applicability:** All model MBB-BK117 aircraft fitted with a cargo hook release mechanism P/N S1609-1-117A.
- Requirement:** To prevent inadvertent release of the cargo hook load under certain flight conditions accomplish the instructions in MBB Helicopters Service Bulletin No. SB-MBB-BK117-80-4, revision 1, dated 27 November 1984.
(LBA AD 1984-177/2 refers)
- Compliance:** Before further use of the cargo hook, or by 26 July 2007 whichever is the later, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/2 Main Transmission Assembly – Inspection

- Applicability:** All model MBB-BK117 aircraft fitted with main transmission assembly P/N 117-12005-01.
- Requirement:** To prevent the free wheel unit from being damaged due to the possibility of locating pin P/N 117-12037-01 being incorrectly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-2, dated 15 July 1985.
(LBA AD 1985-208 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/3 Cancelled by LBA AD 1986-001/2

- Effective Date:** 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

- Applicability:** All model MBB-BK117 aircraft, S/N all through 7121.
- Requirement:** To prevent failure of the tail rotor gearbox attachment screws due to the possibility of suspect screws being fitted, replace the two screws with bolts per the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-4, dated 27 March 1986.
(LBA AD 1986-149 refers)
- Compliance:** By 31 May 2007, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/5 Fire Extinguishing System – Inspection

- Applicability:** All model MBB-BK117 aircraft fitted with a fire extinguishing system P/N 117-75201-01.
- Requirement:** To prevent failure of the fire extinguishing system due to the possibility of the ball rod retainer fitted to the check tee valve P/N 35200100 not being correctly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-70-100, dated 11 August 1986.
(LBA AD 1986-190 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/6 Main Rotor Blade Bolts – Inspection**Applicability:** All model MBB-BK117 aircraft.**Requirement:** To prevent failure of the main rotor blade secondary attachment bolts due to the possibility of cracks at the junction of the bolt head and the shank, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-101, revision 1, dated 26 May 1987, or later approved revisions.
(LBA AD 1987-106/2 refers)**Compliance:** Within the next 50 hours TIS, unless already accomplished.**Effective Date:** 31 May 2007**DCA/MBB117/7 Electrostatic Dischargers & Electrical Bonding – Inspection****Applicability:** All model MBB-BK117 aircraft, S/N 7001 onward.**Requirement:** To improve the discharge of electrostatic energy between numerous aircraft components and to also ensure that the aircraft landing gear is correctly bonded, accomplish the following:

1. Install and/or rework electrostatic dischargers and electrical bonding per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-105, dated 23 May 1990, or later approved revisions.
2. Replace or rework bonding jumpers per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-104, dated 11 August 1989, or later approved revisions.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.**Effective Date:** 31 May 2007**DCA/MBB117/8 Fuel System – Inspection****Applicability:** All model MBB-BK117 aircraft, S/N 7001 onward.**Requirement:** To prevent loss of fuel supply to the aircraft engine due to the possibility of the fuel vents being completely or partially blocked which may result in engine failure, and also to prevent the risk of flammable fuel/air mixture developing in the fuel vent system due to warm fuel flowing through the fuel return line into the fuel vent system, accomplish the following:

1. Inspect and clear the fuel vent holes per the instructions in paragraph 2 of MBB Helicopters Service Bulletin No. SB-MBB-BK117-60-108, dated 22 December 1989.
2. Remove the fuel return lines per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-60-107, dated 12 December 1989.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.**Effective Date:** 31 May 2007**DCA/MBB117/9 Cancelled – EASA AD 2017-0193 refers****Effective Date:** 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7250 and 7500 through to 7509.

Requirement: To prevent failure of the bevel gear P/N 117-12215-01 the life limit has been changed to 18500 hours TIS.

Accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-113, revision 1, dated 17 December 1997.
(LBA AD 1997-350 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers

Effective Date: 9 October 2012

DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7253 and 7500 through to 7523.

Note: For aircraft S/N 7001 through to 7201 the accomplishment of ASB-MBB-BK 117-20-104 is required prior to the accomplishment of this AD.

Requirement: To prevent the transmission and engine cowlings doors opening during flight, accomplish the instructions in paragraph 2 of Eurocopter Service Bulletin No. SB-MBB-BK117-20-109, revision 2, dated 30 April 1999.
(LBA AD 1999-302 refers)

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers

Effective Date: 24 April 2008

DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers

Effective Date: 14 September 2007

DCA/MBB117/15 Fire Protection System – Rework

Applicability: Model MBB-BK 117C-2 aircraft, S/N 9004 through to 9104, 9106, 9107 and 9111, fitted with fire extinguishing system B262K1002-801, B262K1003-801 or B262K1004-801.

Requirement: To prevent inadvertent operation of the fire protection system due to the possibility of injection tubes becoming disconnected, replace the affected clamps in accordance with the instructions in Eurocopter Deutschland Alert Service Bulletin No. MBB BK117 C-2-26A-001 dated 22 January 2007.
(EASA AD 2007-0121 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection

Applicability: Model MBB-BK 117C-2 aircraft, all S/N fitted with Tail Rotor Control Lever P/N B642M1009103.

Note 1: This AD supersedes DCA/MBB117/14 and introduces a terminating action to the repetitive inspection requirements.

Requirement: To prevent separation of the dynamic weights on the tail rotor, which could result in severe vibration and affect aircraft control, accomplish the following:

1. Visually inspect the control lever per the instructions in section 3.A of Eurocopter Deutschland Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 revision 01 or revision 02.

If score marks, notching, scratching, cracks or similar damage is detected, replace the affected control lever, before further flight.

2. Replace all tail rotor control levers P/N B642M1009103 and weights P/N B642M1011202 per the instructions in section 3.B of ASB MBB BK117 C-2-64A-002 revision 02.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Tail Rotor Control Levers P/N B642M1009103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0237 refers)

Compliance: 1. For helicopters that have not been previously inspected per DCA/MBB117/14:

Before further flight and thereafter at intervals not to exceed 8 hours TIS.

For helicopters that have been previously inspected per DCA/MBB117/14:

Within the next 8 hours TIS or within 25 hours TIS since the last inspection as required by DCA/MBB117/14, whichever occurs sooner, and thereafter at intervals not to exceed 8 hours TIS.

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment

Applicability: All MBB-BK 117 C-1 and MBB-BK 117 C-2 helicopters, all S/N except those helicopters embodied with Turboméca Modification TU358 on both engines.

Note 1: This AD revised to expand the AD applicability to include MBB-BK 117 C-1 aircraft with no change to the AD requirement.

Requirement: To prevent a loss of engine power at high altitude, accomplish the requirements in EASA AD 2008-0061.

Note 2: Eurocopter Deutschland ASB No. ASB-MBB-BK117-60-121 revision 4 or ASB No. MBB BK117 C-2-71A-003 revision 3, as applicable, both dated 11 December 2007 or later EASA approved revisions pertains to the subject of this AD.
(EASA AD 2008-0061 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0061.

Effective Date: DCA/MBB117/17 - 24 April 2008
DCA/MBB117/17A - 27 September 2012

DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers**Effective Date:** 29 April 2010**DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment****Applicability:** Model MBB-BK 117 C-2 aircraft, S/N 9004 through to 9230**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. MBB BK 117C-2-67A-008, 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/MBB117/20 Cancelled – DCA/MBB117/21 refers****Effective Date:** 22 July 2009**DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers****Effective Date:** 24 June 2010**DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection****Applicability:** Model MBB-BK 117 C-2 aircraft, all S/N.**Requirement:** To prevent failure of the long tail rotor drive shaft due to the possible erroneous installation of blind rivets instead of solid rivets which can result in loss of tail rotor drive, accomplish the following:

1. Inspect the aircraft log books or the long tail rotor drive shaft and determine if any blind rivets are fitted to the tail rotor drive shaft per the instructions in Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.
If any blind rivets are found fitted to the long tail rotor drive shaft, accomplish requirement 2 of this AD. If no blind rivets are fitted to the long tail rotor drive shaft then no further AD action is required.
2. Replace the affected tail rotor drive shaft with a serviceable part per the instructions in ASB MBB BK 117 C-2-65A-003.
3. Do not repair any long tail rotor drive shafts per the instructions in Eurocopter Deutschland ECD MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3, and do not install any long tail rotor drive shafts that have been repaired per the instructions in the MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.
(EASA AD 2009-0119 refers)

Compliance:

1. Within the next 100 hours TIS.
2. Within the next 100 hours TIS after accomplishment of requirement 1 of this AD.
3. From 30 July 2009.

Effective Date: 30 July 2009

DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection**Applicability:** Model MBB-BK 117 C-2 aircraft, all S/N**Requirement:** To prevent the bellcrank bearing movement due to possible incorrect staking which could cause interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, and result in reduced helicopter control, accomplish the following:

1. Inspect affected bearings for correct attachment and modify affected bellcrank assemblies per the instructions in Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 revision 1, dated 23 February 2010 or later EASA approved revisions. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.
2. Inspect the bellcrank levers per the instructions in ASB MBB BK117 C-2-67A-011. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.
3. Bellcranks or bellcrank assemblies held as spares delivered before 17 February 2010 shall not be fitted to any aircraft unless the inspection per the instructions in ASB MBB BK117 C-2-67A-011 has been accomplished. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before installation on an aircraft.

Note: The installation of replacement parts per the requirements of this AD and ASB MBB BK117 C-2-67A-011 is not a terminating action to the repetitive inspections specified in requirement 2 of this AD.
(EASA AD 2010-0045 2nd Correction refers)**Compliance:**

1. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner.
2. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS.
3. Within 100 hours TIS but not before accumulating 50 hours TIS after installation.

Effective Date: 29 April 2010**DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers****Effective Date:** 7 April 2017**DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection****Applicability:** Model MBB-BK117 C-2 aircraft, all S/N fitted with an Intermediate Gearbox (IGB) bevel gear P/N 4639 310 065.**Note:** This AD revised editorially to clarify the applicability with no change to the AD requirement.**Requirement:** To prevent failure of the Intermediate Gearbox (IGB) bevel gear which can result in loss of aircraft control, accomplish the following:

1. Determine the S/N of the bevel gear P/N 4639 310 065 fitted in the aircraft IGB per Eurocopter Deutschland ASB MBB BK117 C-2-04A-005 revision 02, dated 28 April 2010 or later EASA approved revisions.

If the IGB is not fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005 no further action is required.If the IGB is fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005, amend the aircraft maintenance programme with the reduced life limit per ASB MBB BK117 C-2-04A-005, and replace the affected bevel gear with a serviceable part before reaching the reduced life limit per the instructions in ECD ASB MBB BK117 C-2-04A-005.

If the IGB is fitted with an affected bevel gear which has already exceeded the reduced life limit, replace the affected bevel gear with a serviceable part per ASB MBB BK117 C-2-04A-005 before further flight.

2. A bevel gear P/N 4639 310 065 with an affected S/N listed in table 1 of ECD ASB MBB BK117 C-2-04A-005 shall not be fitted to any aircraft unless the requirements of this AD have been accomplished.
(EASA AD 2010-0096 refers)

Compliance:

1. By 26 September 2010.
2. From 26 August 2010.

Effective Date: DCA/MBB117/25 - 24 June 2010
DCA/MBB117/25A - 26 August 2010

DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model MBB-BK117 C-2 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/MBB117/26. 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 MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB MBB BK117 C-2-31A-041, 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 MBB BK117 C-2-31A-041 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 MBB BK117 C-2-31A-041 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/MBB117/26).
2. By 13 December 2010 (two months after the effective date of DCA/MBB117/26).
3. From 13 October 2010 (the effective date of DCA/MBB117/26).

Effective Date: DCA/MBB117/26 - 13 October 2010
DCA/MBB117/26A - 30 June 2011

DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers

Effective Date: 29 September 2011

DCA/MBB117/28 Main Rotor Controls – Inspection

Applicability: Model MBB-BK 117 C-2 helicopters, all S/N.

Requirement: To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

1. Revise the AFM and introduce the following text into section 5.1.9 Performance of the AFM.

"For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the right-rear side, where 20 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.

For hover out of ground effect in density altitudes above 7000ft, controllability has also been demonstrated for winds up to 30 kts, except for winds from the right to the right-rear side, where 17 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated."

Revise the AFM and introduce the the information in appendix 2 of EASA AD 2010-0248 into the AFM supplement 9.2-11 "External Hoist System", as applicable.

Note 1: Requirement 1 of this AD may be accomplished by inserting a copy of appendices 1 and 2 of EASA AD 2010-0248 into the AFM.

2. Inspect the rigging of the power boosted section of the main rotor controls per the instructions in ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 or later EASA approved revisions.

If improper rigging is found, correct the rigging per the instructions in TR 12b dated 16 September 2010 of the MBB-BK117 C-2 AMM.

When the inspection and corrective actions per requirement 2 have been accomplished, remove the AFM changes introduced by requirement 1 of this AD.

3. Any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be accomplished per the instructions in TR 12b of the MBB-BK117 C-2 AMM.

Note 2: Compliance with requirements 3 of this AD can be accomplished by revising the Aircraft Maintenance Programme by incorporating the rigging instructions contained in ECD TR 12b of MBB BK117 C-2 AMM.

Note 3: ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 and ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010 and later EASA approved revisions of these documents is acceptable for compliance with the requirements of this AD.
(EASA AD 2010-0248 refers)

Compliance:

1. By 23 January 2011.
2. Within the next 300 hours TIS or by 23 December 2011, whichever occurs sooner.
3. From 23 December 2010.

Effective Date: 23 December 2010

DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers

Effective Date: 6 September 2011

DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N fitted with a Three-Axis Autopilot System.

Requirement: To prevent a condition which could result in the autopilot conducting a descent and level off below the minimum safety altitude, amend supplement 9.2-1 for the Automatic Flight Control System in the AFM with the flight manual pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 dated 20 December 2010 or later EASA approved revisions and inform the flight crew.
(EASA AD 2010-0270-E refers)

Compliance: Before the next IFR flight.

Effective Date: 27 January 2011

DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection

Applicability: Model MBB-BK117 C-2 helicopters, all S/N fitted with jettisonable sliding doors.

Requirement: To prevent unintended jettison of a sliding door during normal opening due to possible incorrect installation of the door guides and release cables which could result in loss of the door in flight, damage to the aircraft and/or loss of aircraft control, accomplish the following:

Inspect the sliding door installation, the door guides and the release mechanism per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

If any defects are found as described in ECD ASB MBB-BK117 C-2-52A-015 accomplish the applicable corrective actions per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

Note: ECD ASB MBB BK117 C-2-52A-015 dated 26 April 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0107 refers)

Compliance: Within the next 50 hours TIS or by 30 August 2011 whichever occurs sooner, and thereafter every time the door guides of jettisonable sliding doors are installed.

Effective Date: 30 June 2011

DCA/MBB117/32A Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Note: This AD revised to extend the AD compliance time for those aircraft embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011.

Requirement: To prevent loss of generator electrical power due to a possible electrical short circuit in the Generator Control Unit (GCU), accomplish the following:

1. For helicopters not embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

2. For helicopters embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI "no MOD", or P/N 51530-021EI "MOD A", or P/N 51530-021EI "MOD B" is found installed on the aircraft, replace affected GCU with a serviceable part.

3. Affected GCU P/N 51530-021EI "no MOD", or P/N 51530-021EI "MOD A", or P/N 51530-021EI "MOD B" shall not be installed on any aircraft.
(EASA AD 2011-0149R1 refers)

- Compliance:**
1. Within the next 300 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 February 2012 whichever occurs sooner, unless previously accomplished.
 2. Within the next 500 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 December 2012 whichever occurs sooner, unless previously accomplished.
 3. From 25 August 2011 (the effective date of DCA/MBB117/32).

Effective Date: DCA/MBB117/32 - 25 August 2011
DCA/MBB117/32A - 27 October 2011

DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification

Applicability: Model MBB-BK117 C-2 aircraft, S/N 9004 through to 9500.

Note: This AD supersedes DCA/MBB117/29 to introduce another AFM amendment and a terminating modification.

- Requirement:** To prevent generator failure which could result in loss of electrical power and electrical systems required for safe flight, accomplish the following:
1. Amend the AFM by inserting the applicable pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 dated 20 December 2010 or later EASA approved revisions into the AFM and inform the flight crew.
 2. Amend the AFM by removing the pages introduced by requirement 1 of this AD, and insert the pages provided in ECD MBB BK117 C-2 RFM TR 11 dated 09 August 2011, or later EASA approved revisions into the AFM and inform the flight crew.
 3. Modify the aircraft per the instructions in ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011 or later EASA approved revisions.
 4. An after-junction box shall not be fitted to any aircraft, unless the after-junction box has been modified per the requirements in this AD.
(EASA AD 2011-0162 refers)

- Compliance:**
1. Before further flight unless previously accomplished.
 2. Within the next 25 hours TIS or by 6 October 2011 whichever occurs sooner.
 3. By 6 January 2012.
 4. From 6 September 2011.

Effective Date: 6 September 2011

DCA/MBB117/34 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/MBB117/35 Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Requirement: To prevent loss of electrical generating power due to possible overvoltage in the electrical power system which can result in damage to electronic equipment required for the continuation of safe flight, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if a P/N 51530-001EI GCU is installed on the helicopter.

If a P/N 51530-001EI GCU is found fitted, amend the AFM and introduce MBB BK117 C-2 AFM revision 15 or higher and accomplish a visual inspection of the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006.

If damage is found or suspected to be present, replace the wire terminal per the instructions in section 3.F of ASB C-2-24A-006 before further flight.

2. Replace affected GCU P/N 51530-001EI with a GCU with P/N 51530-021EI "MOD C" or higher.
3. An affected GCU P/N 51530-001EI shall not be fitted to any aircraft.

Note 1: The replacement of the wire terminal is not a terminating action for the repetitive inspections mandated by requirement 1 of this AD. The installation of a GCU P/N 51530-021EI "MOD C" or higher is a terminating action to the repetitive inspections mandated by this AD.

Note 2: ECD ASB MBB-BK117 C-2-24A-006 revision 3, dated 6 July 2011 and later approved revisions is acceptable to comply with the requirements of this AD. (EASA AD 2011-0208 refers)

Compliance:

1. Within the next 50 hours TIS and thereafter inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006 every time the starter/generator is removed and/or the wiring is disconnected from the starter/generator.
2. By 8 March 2012.
3. From 8 December 2011.

Effective Date: 8 December 2011

DCA/MBB117/36 Tail Rotor Pitch Links – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1 and MBB-BK117 C-2 helicopters fitted with tail rotor pitch links P/N 117-31821, 117-31822 or B642M1018101 with a S/N listed in appendix 1 of Able Engineering & Component Services (Able) ASB No. 2012-001 revision IR, dated 7 March 2012.

Requirement: To prevent failure of the tail rotor pitch link due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in FAA AD 2012-13-11. (FAA AD 2012-13-11 refers)

Compliance: Before further flight for pitch links installed within the last 10 hours TIS. Within the next 10 hours TIS for all other affected pitch links.

Effective Date: 7 August 2012

DCA/MBB117/37 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

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

EASA AD No:	Eurocopter Service Information:	Subject:	AD Requirement:
2010-0049	ASB-MBB-BK117-40-113 dated 22 December 2008	Rotors Flight Control – Cyclic-Stick Locking Device – Modification	Installation of a cyclic stick locking/centering device
2011-0214	ASB-MBB-BK117-90-122 dated 10 October 2011	Electrical Power – Generator Control Unit – Identification and Replacement	Replace the GCU with P/N 51530-001EI

Note 1: Each part of this AD (each individual EASA AD) shall be certified in the aircraft log book separately.

Note 2: Manufacturer service information at a later approved revisions are acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 27 September 2012

DCA/MBB117/38 Vertical Fin – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent vertical fin failure, accomplish the requirements in LBA AD D-1997-144R4.

Note: Eurocopter Deutschland ASB-MBB-BK 117-30-106 revision 5, dated 4 October 2005 or later EASA approved revisions pertains to the subject of this AD. (LBA AD D-1997-144R4 refers)

Compliance: At the compliance times specified in of LBA AD D-1997-144R4.

Effective Date: 27 September 2012

DCA/MBB117/39 Main Rotor System – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent main rotor system failure, accomplish the requirements in LBA AD D-2005-115.

Note: Eurocopter Deutschland ASB-MBB-BK117-10-125 dated 14 February 2005 or later EASA approved revisions pertains to the subject of this AD. (LBA AD D-2005-115 refers)

Compliance: At the compliance times specified in of LBA AD D-2005-115.

Effective Date: 27 September 2012

DCA/MBB117/40 Tail Rotor – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2008-0206.

Note: Eurocopter Deutschland GmbH BK117 ASB No. ASB-MBB-BK117-30-113 dated 23 September 2008 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2008-0206 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0206.

Effective Date: 27 September 2012

DCA/MBB117/41 Main Rotor Blades – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N fitted with main rotor blades listed in Eurocopter Deutschland GmbH (ECD) ASB-MBB-BK117-10-108 revision 4.

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2009-0199.

Note: Eurocopter Deutschland GmbH ASB-MBB-BK117-10-108 revision 4 dated 17 August 2009 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2009-0199 refers)

Compliance: At the compliance times specified in of EASA AD 2009-0199.

Effective Date: 27 September 2012

DCA/MBB117/42 External Rescue Hoist – Deactivation and Modification

Applicability: Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

Requirement: To prevent failure of the external rescue hoist, accomplish the requirements in EASA AD 2011-0148R1.

Note: ECD ASB MBB-BK117-80-166 revision 1, dated 04 August 2011 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2011-0148R1 refers)

Compliance: At the compliance times specified in of EASA AD 2011-0148R1.

Effective Date: 27 September 2012

DCA/MBB117/43 Cancelled – EASA AD 2013-0159 refers

Effective Date: 5 August 2013

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](http://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.

2012-0196 Cancelled – EASA AD 2013-0135 refers

Effective Date: 16 July 2013

2012-0216 Autopilot – Dispatch Restriction

Applicability: MBB-BK 117 C-2 helicopters, all serial numbers.

Effective Date: 22 October 2012

2012-0263 Cancelled – EASA AD 2013-0189 refers

Effective Date: 2 September 2013

2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: 16 July 2013

2013-0154 N2 Control Arm – Inspection and Modification

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1 and C-2 helicopters, all serial numbers.

Effective Date: 5 August 2013

2013-0159 Cancelled – EASA AD 2017-0174 refers

Effective Date: 28 September 2017

2013-0176 Flight System Actuators – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0182 Lateral and Longitudinal Trim Actuator – Inspection

Applicability: MBB-BK117 C-2, helicopters, all serial numbers, with at least one of the following Duplex Trim Actuator Part Numbers (P/N) installed:

Duplex Trim Actuator lateral P/N 418-00878-050 or P/N 418-00878-051, and/or Duplex Trim Actuator longitudinal P/N 418-00878-000 or P/N 418-00878-001.

Effective Date: 26 August 2013

2013-0189 Flight Control Display System Wire Harness - Modification

Applicability: MBB-BK117 C-2 helicopters equipped with dual pilot instruments, and equipped with optional equipment "Night Vision Imaging System (NVIS)/Night Vision Goggles (NVG)", or with "Special Cockpit Lighting" (NVG friendly), S/N 9004 to 9500 inclusive, except S/N 9418, 9432, 9435, 9445, 9448, 9454, 9460, 9465 and 9476.

Effective Date: 2 September 2013

2014-0046-E Cancelled – EASA AD 2014-0057 refers

Effective Date: 7 March 2014

2014-0057 Cancelled – EASA AD 2015-0019R1 refers

Effective Date: 13 February 2015

2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N up to 9675 inclusive, if equipped with optional Automatic Flight Control System (AFCS).

Effective Date: 29 May 2014

2014-0180R1 Cancelled – EASA AD 2015-0166 refers

Effective Date: 25 August 2015

2014-0188R4 Emergency Flotation System – AFM Supplement

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N, fitted with Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching provision from the helicopter Manufacturer or by a Supplemental Type Certificate (STC).

Effective Date: EASA AD 2014-0188R1 – 7 November 2014
EASA AD 2014-0188R2 – 25 March 2015
EASA AD 2014-0188R3 – 22 July 2015
EASA AD 2014-0188R4 – 22 July 2015

2014-0211 Hoist Control Pendant Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers, when equipped with optional equipment external mounted hoist system.

Effective Date: 22 September 2014

2015-0019R1 External Rescue Hoist System – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N if fitted with a Goodrich external mounted hoist.

Effective Date: 2015-0019-E - 7 February 2015
2015-0019R1 - 13 February 2015

2015-0044 Electrical Terminals – Inspection

Applicability: MBB-BK117 C-2 helicopters, serial numbers as listed in Appendix 1 of this AD.

Effective Date: 27 March 2015

2015-0045 Cancelled – EASA AD 2016-0002 refers

Effective Date: 18 January 2016

2015-0098 Starter-generator/Voltage Regulator Grounding – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers.

Effective Date: 16 June 2015

2015-0144 Collective Lever Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers up to 9708 inclusive.

Effective Date: 4 August 2015

2015-0163R1 Doors Jettison System - Removal

Applicability: MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: EASA AD 2015-0163 - 20 August 2015
EASA AD 2015-0163R1 - 27 April 2016

2015-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0198 Cancelled – EASA AD 2019-030 refers

Effective Date: 28 February 2019

2015-0210R2 Cancelled – EASA AD 2017-0047 refers

Effective Date: 27 March 2017

2016-0001 Air Conditioning Air Inlet Cover Ring – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0002 Main Rotor Blade Vibration Absorber – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0134 Tail Rotor Gearbox Housing - Inspection

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: 22 July 2016

2016-0142R1 Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: EASA AD 2016-0142 - 2 August 2016
EASA AD 2016-0142R1 - 26 April 2018

2017-0026 Overhead Panel Shock Mounts - Inspection

Applicability: MBB-BK 117 C-2, MBB-BK117 C-2e, MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 28 February 2017

2017-0037 Rotor Mast Nut and Helical Gear Support - Inspection**Applicability:** MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.**Effective Date:** 8 March 2017**2017-0038 Cable Cut Flip Guard - Inspection****Applicability:** MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.**Effective Date:** 8 March 2017**2017-0047 Module Plate Assembly - Inspection****Applicability:** MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.**Effective Date:** 27 March 2017**2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection****Applicability:** MBB-BK117 C-2 helicopters, all S/N.**Effective Date:** 7 April 2017**2017-0094 Trim Actuators – Inspection****Applicability:** MBB-BK 117 D-2 helicopters, all S/N up to 20126 inclusive, excluding S/N 20109, 20119 and 20124.**Effective Date:** 29 June 2017**2017-0146 Cancelled – EASA AD 2018-0230 refers****Effective Date:** 6 November 2018**2017-0174 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment****Applicability:** MBB-BK 117 C-2 helicopters, all S/N.**Effective Date:** 28 September 2017**2017-0177 Outboard Load System – Inspection****Applicability:** MBB-BK 117 C-2 helicopters, all S/N except C-2e variant, and MBB-BK 117 D-2 helicopters, all S/N.**Effective Date:** 28 September 2017**2017-0193 Main Rotor Mast – Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.**Effective Date:** 26 October 2017**2017-0238 Cancelled – EASA AD 2019-0208 refers****Effective Date:** 29 August 2019**2018-0046 Tail Gearbox – Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1 and MBB-BK117 C-2 helicopters, all S/N.**Effective Date:** 5 March 2018

2018-0061 Blade Thimbles - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 27 March 2018

2011-0168R1 Instrument Lighting Display Brightness - Inspection

Applicability: MBB-BK117 C-2 helicopters, S/N 9004 through to 9450 inclusive, if fitted with an optional NVG system with a secured toggle switch P/N 845UN01F4AD0A (and associated wiring changes), either installed during production, or in-service in accordance with ECD Service Bulletin (SB) MBB-BK117 C-2-33-006 original issue or revision 1.

Effective Date: 26 April 2018

2018-0163 Cancelled – EASA AD 2021-0116 refers

Effective Date: 10 May 2021

2018-0225-E Hook Mount Assembly - Inspection

Applicability: MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 22 October 2018

2018-0230 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0283 Cancelled – EASA AD 2020-0257 refers

Effective Date: 1 December 2020

2019-0030 Cancelled – EASA AD 2019-0275 refers

Effective Date: 21 November 2019

2019-0198 Flight Controls Wiring Harness - Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 31 August 2019

2019-0208 Aircraft Management Computer – Software Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 29 August 2019

FAA AD 2019-10-51 FAA STC SR00592DE – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 19 September 2019

2019-0258 Tail Rotor Drive Titanium Bolts – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 1 November 2019

2019-0275 Engine Mount Bushings – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 21 November 2019

2019-0305R1 Cabin Wiring Harness – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters SB MBB-BK117 D-2-25-022, original issue dated 30 June 2021, or later EASA approved revision.

Effective Date: 29 July 2021

2019-0313 Cancelled – EASA AD 2022-0086 refers

Effective Date: 27 May 2022

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1, C-2 and D-2 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0084 Collective Lever Switch Unit – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 17 April 2020

2020-0246 Lateral Control Rod Wiring – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20334 inclusive, except S/N 20274, 20281, 20284, 20286, 20320, 20322, 20327, 20328, 20331 and 20332.

Effective Date: 26 November 2020

2020-0257 Main Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 1 December 2020

2021-0074 Collective Bellcrank – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 29 March 2021

2021-0116 Co-pilot Collective Lever Wire Harness - Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20340.

Effective Date: 10 May 2021

2021-0122 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 27 May 2021

2021-0160 Main Rotor Flex Control Unit Bearing Pin – Inspection

Applicability: MBB-BK117 D-3 helicopters, all S/N, including MBB-BK117 D-2 helicopters that have been converted into MBB-BK117 D-3 with the embodiment of Airbus Helicopters SB MBB-BK117 D-2-00-003.

Effective Date: 29 July 2021

2021-0231 Emergency Flashlight – Replacement

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 29 October 2021

2021-0287 (Correction) Seat Belt Restraint System – Inspection

Applicability: MBB-BK117 C-2, D-2 and D-3 helicopters, all S/N embodied with EASA STC 10038915 or STC 10055175.

Note: This AD re-issued to correct a STC number. Refer EASA STC 10038915 in the applicability.

Effective Date: EASA AD 2021-0287 - 27 January 2022
EASA AD 2021-0287 (Correction) - 24 February 2022

2021-0289-E Aircraft Flight Manual - Amendment

Applicability: MBB-BK117 C-2, D-2, D3 and D-3m helicopters, all S/N.

Effective Date: 27 December 2021

2021-0290 (Correction) Airworthiness Limitations - Amendment

Applicability: MBB-BK117 D3 and D-3m helicopters, all S/N.

Effective Date: EASA AD 2021-0290 (Correction) - 27 January 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: MBB-BK 117 D-2, MBB-BK 117 D-3, MBB-BK 117 D-3m and MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0086 Tail Rotor Actuator - Inspection

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 27 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled - EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment

Applicability: MBB-BK117 D-2 (MBB-BK117 D-2m variant only) and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: EASA AD 2022-0168 - 31 August 2022
EASA AD 2022-0168R1 - 26 September 2025
EASA AD 2022-0168R2 - 11 November 2025
EASA AD 2022-0168R3 - 4 June 2026

2022-0208 AFM Emergency and Malfunction Procedures - Amendment**Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, S/N 20070, 21016 and onwards.**Effective Date:** 25 October 2022**2022-0228 Horizontal Control Rods Bolts - Replacement****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 22 December 2022**2023-0006-E Swashplate Assembly - Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 16 January 2023**2023-0066 Hoist Boom Assembly - Inspection****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.**Effective Date:** 7 April 2023**2023-0175 Altitude Correction – AFM Amendment****Applicability:** MBB-BK117 D-2, D-2m, D-3 and D-3m helicopters, all S/N.**Effective Date:** 26 October 2023**2023-0213 Cargo Hook Damper – Inspection****Applicability:** MBB-BK117 C-2, D-2, D-3 and D-3m helicopters, all variants, all S/N.**Effective Date:** 22 December 2023**2024-0107 Medical Equipment Support – Inspection****Applicability:** MBB-BK117 D-2 and D-3 helicopters, all S/N if modified in accordance with EASA STC 10051018 up to revision 4 (inclusive).**Effective Date:** 17 June 2024**2024-0131 Main Rotor Control Rods / Pitch Links Assemblies– Inspection****Applicability:** MBB-BK117 C-2 and D-2 helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0222 (Correction) Equipment Rack Extension Support Rails – Modification****Applicability:** MBB-BK117 C-2, all variants, all S/N, if embodied with EASA STC EASA.R.S.01506, EASA STC 10016765 Rev. 3 (previously STC EASA.IM.R.S.01096), EASA STC 10016793 Rev. 2 (previously STC EASA.IM.R.S.01143), EASA STC 10017157 Rev. 1 (previously STC EASA.R.S.01265), EASA STC 10030992 Rev. 3, EASA STC 10039944 Rev. 1 (previously STC FOCA.21J.004-SADD-2005-001, or STC LBA STC RC 1240), or EASA STC 10075050 (previously STC FOCA 25-20-95, or LBA STC RC 1231), or any earlier revision.**Effective Date:** EASA AD 2024-0222 - 6 December 2024
EASA AD 2024-0222 (Correction) - 30 January 2025

2024-0237-E Tail Rotor Actuator – Inspection**Applicability:** MBB-BK117 C-2 helicopters, all variants, all S/N.**Effective Date:** 11 December 2024**2024-0249 Cancelled – EASA AD 2026-0081 refers****Effective Date:** 4 May 2026**2025-0027 Swashplate Inner and Outer Ring Bolts – Inspection****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m, helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0028 Main Rotor Head – Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0029 Swashplate – Inspection****Applicability:** MBB-BK117 D-3 and D-3m helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0051R1 Hoist – Replacement****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, 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:** MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**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**2025-0153 Cargo Common Hook Beam – Modification****Applicability:** MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 1 August 2025

2025-0188 Large Hook Damper Assembly – Modification**Applicability:** MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 25 September 2025**2025-0217 Rotor Flight Control Fork Lever - Inspection****Applicability:** MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all variants, all S/N.**Effective Date:** 30 October 2025**2025-0298-E Cancelled – EASA AD 2026-0127 refers****Effective Date:** 23 July 2026**2026-0050 Automatic Flight Control System – Functional Check Flight****Applicability:** MBB-BK117 D-2 (all variants), MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 26 March 2026**2026-0078-E Cancelled – EASA AD 2026-0091 refers****Effective Date:** 4 June 2026**2026-0081 Warning Unit Emergency Off Switches – Operational Check / Replacement****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.**Effective Date:** 4 May 2026**2026-0087 Main Rotor Drive Vertical Mount – Inspection / Life Limitation****Applicability:** MBB-BK117 D-2 (all variants), D-3 and D-3m helicopters, all S/N.**Effective Date:** 4 June 2026*** 2026-0091 Cancelled – EASA AD 2026-0151 refers****Effective Date:** 3 September 2026**2026-0096 Integrated Modular Avionics and AFM - Inspection and Amendment****Applicability:** MBB-BK117 D-2 helicopters, except the D-2m variant, and MBB-BK117 D-3 helicopters, S/N 20001 through to 20360 (inclusive) and S/N 21001 through to 21999 (inclusive).**Effective Date:** 4 June 2026**2026-0109 Low Pressure Oxygen Hoses - Replacement****Applicability:** MBB-BK117 D-2 and D-3 helicopters, all S/N embodied with EASA STC 10051018 up to revision 5 (inclusive).**Effective Date:** 25 June 2026**2026-0127 Main Rotor Swashplate - Inspection****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 23 July 2026*** 2026-0151 Main Rotor Drive Hub Shaft - Inspection****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 3 September 2026

*** 2026-0152 Vapour Cycle Airconditioning System - Inspection**

Applicability: MBB-BK117 C-1 helicopters, all S/N.

Note: The play check of the affected part per requirement (1) of EASA AD 2026-0152 may be accomplished by adding the inspection requirement to the helicopter tech log.

The play check of the affected part 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.

If any play is detected in the affected part, then an aircraft maintenance engineer must accomplish requirement (2) of EASA AD 2026-0152 before further flight.

Effective Date: 6 August 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

3 September 2026

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters EC 130 B4 and EC 130 T2 manufactured under EASA Type Certificate No. R.008.
 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/>

The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/EC130/1 Hydraulic Fluid - Replacement

Applicability: Model EC 130B4 pre mod 073718

Requirement: The use of hydraulic fluid MIL-H-5606 (NATO code H-515) is prohibited for servo-controls on these aircraft.

1. To prevent replenishment with this fluid, modify the labels on the hydraulic reservoirs per para 2.B.1 of Eurocopter Alert Telex 29A001.

2. If MIL-H-5606 hydraulic fluid has been used on the aircraft, drain, and flush the hydraulic system before replenishing them with MIL-H-83282 hydraulic fluid per the instructions in para 2.B.2 of Telex 29A001.

(DGAC AD 2001-501-001(A) R1 refers)

Compliance: 1. Before next flight.
2. Within 50 hours TIS.

Effective Date: 28 November 2002

DCA/EC130/2 Starflex Bush - Inspection

Applicability: EC 130B4 equipped with 'Starflex' P/N 350A31.1916.00 prior to incorporation of mod 076221.

Requirement: 1. To detect bonding failure of the metal bush installed in each 'Starflex' arm end, inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush per para 2 of EC 130 Alert Telex 05A001 R2. If a gap is found, replace the starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) per para 2 of EC130 ASB 62A001.

(DGAC AD 2001-559-002(A)R3 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.
2. By 28 November 2002

Effective Date: 28 November 2002

DCA/EC130/3 HSI – Inspection

Applicability: EC130B4 equipped with HSI KI 525A

Requirement: To prevent navigational errors due to incorrect installation of the HSI KI 525A, P/N 066-3046-07, accomplish the following:

Check the P/N of the HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions of para 2.A.1 or 2.A.2 of EC130 Alert Telex 34A002 as appropriate to the aircraft installation.

(DGAC AD 2002-279-003(A) refers)

Compliance: Before further flight.

Effective Date: 28 November 2002

DCA/EC130/4 Hawker Pacific TRW-SAMM Main Servocontrols - Removal

Applicability: Model EC130 B4 equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per EC 130 Alert Telex 67A001.

(DGAC AD 2002-316-004(A) refers)

Compliance: For servo controls with less than 1000 hours TTIS, replace within next 550 hours TIS or by 27 June 2003, whichever occurs first.
For servo controls with between 1000 and 1300 hours TTIS, replace before 1550 hours TTIS or by 28 March 2003, whichever occurs first.
For servo controls with 1300 or more hours TTIS, replace within next 250 hours TIS or by 28 December 2002, whichever occurs first.

Effective Date: 28 November 2002

DCA/EC130/5A Collective Friction – Modification and Inspection

Applicability: Model EC 130 B4 aircraft not embodied with modification 07-3791.

Note: No action required if already in compliance with DCA/EC130/5. The applicability of this AD revised to exclude those aircraft embodied with modification 07-3791.

Requirement: To prevent possible binding of the collective in the full up position and possible loss of aircraft control accomplish the following:

1. Secure each pad and spherical bearing element to the lever using adhesive per paragraph 2.B.1 of Eurocopter EC 130 ASB No. 67A003 dated 25 November 2004.
2. Subsequent to the modification in requirement 1, reinspect per paragraph 2.B.2 of ASB No. 67A003 to check the bonding quality.

(DGAC AD 2002-607R1 refers)

Compliance: 1. Within 100 hours TIS or by 27 February 2009 whichever occurs first, unless previously accomplished.
2. Reinspect within 100 hours TIS or 13 months following compliance with requirement 1 whichever occurs first, unless previously accomplished.

Effective Date: DCA/EC130/5 - 19 December 2002
DCA/EC130/5A - 27 November 2008

DCA/EC130/6 Air Intake Cowling Attachment Fittings - Inspection

Applicability: Model EC 130B4 equipped with air intake cowling attachment fittings 350A25-0405-00, -01, -02, -03, -04, -05.

Requirement: To prevent loss of air intake cowling in flight, accomplish the following:-

Visually check the condition of the two forward fittings per Eurocopter ASB EC 130 53A004. If one or two forward fittings are failed or cracked, check the condition of the centre and aft fittings. If any fittings are failed, replace them before further flight.

If one or more, (forward, centre or aft) fittings are cracked:

Before further flight, replace each cracked fitting if it has more than 2 cracks or a single crack that is longer than 10 mm.

A cracked fitting which has 1 or 2 cracks or a single crack equal to or less than 10 mm in length, may remain in service after stopping the crack(s). Repetitive inspections are required at intervals not to exceed 20 hours TIS.

(DGAC AD U2003-358(A) refers)

Compliance: At 100 hours TTIS or within next 10 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 20 September 2003

DCA/EC130/7A Flight Control Stops – Inspection and Modification

Applicability: Model EC130 B4 aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC130 ASB 67A004 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A004.

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC130/7 - 18 December 2003
DCA/EC130/7A - 28 July 2005

DCA/EC130/8A Fuel Transfer Line – Inspection and Rework

Applicability: Model EC130 B4 fitted with an engine flush system.

Note 1: The applicability of this AD revised to only include those aircraft fitted with the optional engine flush system.

Requirement: To prevent chafing damage between the fuel transfer line and the air bleed valve exhaust duct, inspect the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area per the instructions in paragraph 2.B.1 of Eurocopter EC 130 ASB No. 71A001.

If any wear marks are found accomplish the following:

If the wear marks are less than or equal to 0.05 mm, accomplish the maintenance procedure defined in the Engine Maintenance Manual.

If the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 hours TIS or within one month whichever occurs sooner.

If the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line before further flight.

If insufficient clearance is found between the fuel transfer line and the air bleed valve exhaust duct, reposition the air exhaust duct per paragraph 2.B.2 of ASB No. 71A001 before further flight.

If the exhaust duct is found perforated, replace the duct before performing an engine flush.

Note 2: Position the air exhaust duct per paragraph 2.B.2 of of ASB No. 71A001 whenever a air bleed valve exhaust duct if fitted, or whenever work is carried out on a duct.
(DGAC AD F-2003-209 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter whenever work is performed on the air bleed valve exhaust duct.

Effective Date: DCA/EC130/8 - 18 December 2003
DCA/EC130/8A - 27 August 2009

DCA/EC130/9 Fuel Bleed Lever - Modification

Applicability: EC 130 B4 helicopters pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever in compliance with Eurocopter EC 130 Alert Service Bulletin No. 28A001.

(DGAC AD F-2004-034 refers)

Compliance: Within 100 hours TIS

Effective Date: 25 March 2004

DCA/EC130/10C Cabin Vibration Damper Assemblies – Inspection and Modification

Applicability: All model EC 130 B4 aircraft fitted with all P/N cabin vibration damper blades with MOD 073565 not embodied.

Requirement: To prevent failure of the blades of the cabin vibration damper assemblies, which could lead to the jamming of the flight controls bellcrank, accomplish the following:

1. Inspect the visible areas of the blades of each of the cabin vibration damper assemblies which are installed on both the RH and LH sides of the aircraft for cracks, per Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A002.

Replace cracked blades per EC 130 ASB No. 05A002, before further flight.

Note 1: After blade replacement, continue inspecting the blades for cracks, per EC 130 ASB 05A002 at every daily post flight inspection, until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

2. For aircraft with MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007) not embodied:

Install a vibration damper/casing assembly on the RH and LH side of the helicopter, per the instructions in paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 53A008.

3. For aircraft with MOD 073521 (SB No. 53-006) embodied or with MOD 073525 (SB No. 53-007) embodied:

Install a vibration damper/casing assembly on the RH and LH side of the aircraft, per the instructions in paragraphs 2.B.1, 2.B.3. and 2.B.5. of ASB No. 53A008.

(EASA AD 2006-0278 refers)

Compliance: 1. At every daily post flight inspection.

Note 2: Compliance with requirement 1 of this AD maybe accomplished by adding the daily post flight inspection to the tech log.

2. & 3. By 31 March 2007.

Effective Date: DCA/EC130/10A - 28 July 2005
DCA/EC130/10B - 29 September 2005
DCA/EC130/10C - 28 September 2006

DCA/EC130/11A Engine Twist Grip Control – Inspection and Modification

- Applicability:** All model EC 130B4 aircraft fitted with twist grips with MOD 073773 not embodied.
- Requirement:** To prevent the twist grip assembly jamming in the idle position, accomplish the following:
1. Inspect and functionally check the twist grip assembly, per the instructions in paragraph 2.B.2. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A003.
 2. Modify the twist grip assemblies per paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A009.
- (EASA 2006-0272 refers)
- Note 1:** Every time work is carried out in the area of the twist grip assembly, which may lead to ingress of foreign objects (e.g. chips), accomplish the instructions per paragraph 2.B.2. of ASB No. 05A003.
- Note 2:** Accomplishment of requirement 2 is a terminating action to the requirements of this AD.
- Note 3:** Before installing twist grip assemblies held as spares, accomplish the instructions in paragraph 2.B.6. of ASB No. 67A009.
- Compliance:**
1. Within the next 30 hours TIS, unless already accomplished within the last 100 hours TIS, and thereafter at intervals not exceeding 100 hours TIS.
 2. By 31 December 2006.
- Effective Date:** DCA/EC130/11 - 29 September 2005
DCA/EC130/11A - 28 September 2006

DCA/EC130/12 Lateral Cargo Hold Doors – Operation

- Applicability:** Model EC 130 B4 helicopters fitted with one or two lateral cargo hold doors and not modified per MOD 073542.
- Requirement:** To prevent the loss of the cargo hold doors in flight, due to aerodynamic loads and the center lock of the cargo hold doors being unlocked, key-lock the center lock of the right and left lateral cargo hold doors, per the instructions given in paragraph 1.E.2.a. of Eurocopter EC 130 Alert Service Bulletin No. 04A001.
- (DGAC AD F-2004-066 R1 refers)
- Note 1:** The embodiment of MOD 073542 (i.e. compliance with Eurocopter EC 130 SB No. 52-005) on both lateral cargo hold doors, is a terminating action to the requirements of this AD.
- Compliance:** Before every flight.
- Note 2:** Certify AD compliance at time of raising tech log or equivalent.
- Effective Date:** 1 December 2005

DCA/EC130/13 Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement

Applicability: All EC 130 B4 aircraft delivered before 01 January 2005.

Requirement: To detect loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, inspect the tube-to-flange attachment of the tail rotor drive center section shaft for cracks and loose rivets, per the instructions given in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) Bulletin No. 65A002.

Check the perpendicularity of the No. 1 bearing, per the instructions given in paragraph 2.B. of ASB 65A002.

If a crack or loose rivet is found, replace the tail rotor drive center section shaft, prior further flight.

If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure per paragraph 2.B.2. of ASB 65A002.
(DGAC AD F-2005-190 refers)

Compliance: Within 50 hours TIS or by 22 March 2006, whichever is the sooner.

Effective Date: 22 December 2005

DCA/EC130/14A Battery Overheat Sensing Circuit - Modification

Applicability: All model EC 130 B4 aircraft which do not have MOD 07 3572 embodied.

Requirement: To prevent fire in the event of thermal runaway of the battery, due to the battery overheat sensing function failing to operate, modify the wiring of the battery overheat sensing circuit, per paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 24A001.
(EASA 2006-0246 refers)

Note: This modification to the wiring of the battery overheat sensing circuit is to be embodied irrespective whether the battery is located in the RH side baggage hold or the tail boom.

Compliance: Within the next 100 hours TIS or by 31 October 2006, whichever is the sooner.

Effective Date: DCA/EC130/14 - 30 March 2006
DCA/EC130/14A - 28 September 2006

DCA/EC130/15 Cancelled – DCA/EC130/21 refers

Effective Date: 30 October 2008

DCA/EC130/16 Cancelled – EASA AD 2026-0089 refers

Effective Date: 4 June 2026

DCA/EC130/17A Emergency Flotation Gear Electrical Harnesses – Inspection & Modification

Applicability: Model EC 130 B4 aircraft, all S/Ns embodied with MOD 073774 and not embodied with MOD 073591 (drawing 350A085340).

Note 1: This AD revised to clarify the applicability with no change to the AD requirement. This AD is not applicable to aircraft embodied with MOD 073591 (drawing 350A085340). MOD 073774 introduces screws and nuts in lieu of blind nuts for the attachment of the lower fairings and drawing 350A085342 is a temporary solution to ensure there is no interference between the electrical harness and the ends of the attachment screws.

Requirement: To prevent the lower fairing structure attachment screws interfering with the electrical harnesses and possibly causing short circuits and resulting in the inflation of the emergency flotation gear, accomplish the following:

1. Aircraft not embodied with drawing 350A085342:

Inspect the condition of the electrical harnesses and their attachment, and accomplish the corrective actions, as required per the instructions in paragraphs 2.B.1 through to 2.B.3 (drawing 350A085342) and 2.B.5 of Eurocopter EC 130 B4 ASB No. 88A001 revision 1 dated 17 April 2007 or later approved revisions.

2. All affected aircraft:

Inspect the condition of the electrical harnesses and accomplish the corrective actions per paragraphs 2.B.1., 2.B.2.a., 2.B.4. (MOD 073591 and drawing 350A085340) and paragraph 2.B.5. of ASB No. 88A001.

(EASA AD 2006-0344R1 refers)

Note 2: Accomplishing requirement 2 is a terminating action to this AD.

Note 3: Eurocopter EC 130 B4 ASB No. 88A001 pertains to drawings 350A085340 and 350A085342.

Compliance:

1. Within the next 10 hours TIS unless previously accomplished.
2. Within the next 500 hours TIS or by 25 September 2009, whichever occurs sooner.

Effective Date: DCA/EC130/17 - 22 November 2006
DCA/EC130/17A - 25 June 2009

DCA/EC130/18 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model EC 130 B4 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A010.
2. Replace all affected servo-controls per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

(EASA AD 2007-0099 refers)

Compliance:

1. By 31 July 2007.
2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/EC130/19A Cancelled – DCA/EC130/27 refers

Effective Date: 23 December 2010

DCA/EC130/20 Energy Absorbing Seats - Modification

Applicability: Model EC 130 B4 aircraft, all S/N not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an

emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A025.

(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC130/21 Twist Grip Assembly – Inspection and Replacement

Applicability: All model EC 130 B4 aircraft, all S/N fitted with a twist grip assembly on the pilot side with P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N all through 10 and 22 all through 66, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base.

Note 1: This AD supersedes DCA/EC130/15. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the “FLIGHT” position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Amend the limitations section of the AFM to include the following limitation:

With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 1 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

2. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Replace the drive tube and mark the collective lever per the instructions in paragraph 2.B. of Eurocopter EC 130 ASB No. 76A002 or later approved revisions, and remove the AFM amendment mandated by requirement 1.

3. A twist grip assembly P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever shall not be fitted to any aircraft unless the drive tube is replaced and the collective lever marked per the instructions in paragraphs 2.B.2 and 2.B.3 of ASB No. 76A002.

4. A twist grip assembly P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63 shall not be fitted on the pilot side of any aircraft, and a twist grip assembly P/N 350A27521201 with S/N all through 10 and 22 all through 66 shall not be fitted on the co-pilot side of any aircraft unless the bonding between the control pinion and the drive tube has been checked per paragraph 2.B.3. of Eurocopter EC 130 ASB No. 76A001 revision 1 or later approved revisions.

(EASA AD 2008-0184 refers)

Compliance:

1. By 30 November 2008.
2. Within 100 hours TIS or 30 July 2009 whichever occurs sooner.
3. From 30 October 2008.
4. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC130/22 Cancelled – DCA/EC130/23 refers

Effective Date: 4 March 2009

DCA/EC130/23 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model EC 130 B4 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a "004" mark on the data plate.

Note: This AD supersedes DCA/EC130/22 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

Requirement: To prevent failure of the 41 tooth pinion in the engine accessory gear box due to an inoperative starter generator torque damping system which could result in loss of engine power, accomplish the following:

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter EC130 ASB No. 80A003 revision 1 dated 06 February 2009 or later approved revisions.
2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per EC130 ASB No. 80A003.

(EASA AD 2009-0027 refers)

Compliance:

1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.
2. From 4 March 2009.

Effective Date: 4 March 2009

DCA/EC130/24 Cancelled – DCA/EC130/29 refers

Effective Date: 27 October 2011

DCA/EC130/25 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/EC130/26 Emergency Flotation Gear Wiring – Inspection, Rework and Modification

Applicability: Model EC 130 B4 helicopters, all S/N delivered before 15 April 2010 and fitted with a flotation gear unit "1G", P/N 350A63256300.

Requirement: To prevent uncontrolled in-flight deployment of the emergency flotation gear which could result in an aircraft pitch down attitude, unexpected aircraft deceleration and reduced aircraft control, accomplish the following:

1. Visually inspect the flotation gear unit "1G" to determine whether the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix per the instructions in paragraph 2.B.3.a. of Eurocopter EC130 ASB No 25A037 dated 27 April 2010 or later EASA approved revisions.

If the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix determine whether a rubber extrusion is fitted on the stringer per the instructions in paragraph 2.B.3.a. of the ASB before further flight. If a rubber extrusion is not found fitted accomplish requirement 2 of this AD.

If the flotation gear unit P/N 350A63256300 does not have an asterisk (*) suffix accomplish requirement 3 of this AD before further flight.

2. For flotation gear units P/N 350A63256300 that have an asterisk (*) suffix and do not have a rubber extrusion fitted:

Install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

3. For flotation gear units P/N 350A63256300 that do not have an asterisk (*) suffix:

Inspect the internal condition of the flotation gear unit "1G" per the instructions in paragraph 2.B.3.b. of the ASB and accomplish corrective actions as required.

4. Install a manufacturer approved flotation gear unit "1G" per the instructions in paragraph 2.B.2.a of ASB No 25A037, install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

5. A flotation gear unit "1G", P/N 350A63256300 shall not be fitted to any aircraft unless it has been identified, modified and reconditioned per the requirements in this AD.

(EASA AD 2010-0088-E refers)

Compliance:

1. Within the next 15 hours TIS.
2. By 10 August 2010.
3. Before further flight after requirement 1 is accomplished, and thereafter analyse the results and perform the relevant corrective actions, either once or repetitively as required, per the criteria and the compliance times specified in the flow chart on page 4 of ASB No 25A037. Note: Page 4 of ASB No 25A037 provides the interpretation of results after compliance with the instructions given in paragraph 2.B.3.b. of ASB No 25A037.
4. By 10 January 2010 unless previously accomplished per requirement 3 of this AD.
5. From 10 May 2010.

Effective Date: 10 May 2010

DCA/EC130/27A Centre Windscreen – AFM Amendment and Replacement

Applicability: Model EC 130 B4 helicopters, all S/N not embodied with Eurocopter MOD 07 3590 approved 8 April 2009.

Affected centre windshield panels are P/N 350A259025.00, 350A259004.00 and 350A259041.20. These panels do not have MOD 07 3590 embodied.

Note 1: No AD action required for aircraft fitted with centre windshield panel P/N 350A259045.20 (MOD 07 3590). DCA/EC130/27A revised to introduce CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 which has been revised to introduce MOD 07 3590 as a terminating action for the limitations specified in the supplement. The supplement is applicable to aircraft not embodied with MOD 07 3590.

Requirement: To prevent failure of the centre windshield panel in flight, accomplish the following:

1. Amend the limitations section of the EC 130 B4 AFM (AIR 2782) and insert the CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 facing page 2-ii. Compliance with the limitations section is mandatory.
2. Replace the centre windshield panel with P/N 350A259045.20 per the instructions in paragraph 2.B.3 of the Eurocopter EC130 B4 ASB No. 05A005 revision 2, dated 22 November 2010 or later approved revisions, and remove the placard and the AFM amendment introduced by requirement 1 of this AD.

Note 2: The replacement of the centre windshield panel with P/N 350A259045.20 is a terminating action for the AFM limitations and repetitive inspections introduced by requirements 1 of this AD.

(EASA AD 2010-0258 refers)

Compliance: 1. Before further flight for aircraft not embodied with Eurocopter MOD 07 3590.

2. If centre windshield distortion is detected in flight, replace within the next 50 hours TIS, or within the next 15 days whichever occurs sooner.

Effective Date: DCA/EC130/27 - 23 December 2010
DCA/EC130/27A - 28 July 2011

DCA/EC130/28 Cancelled – EASA AD 2014-0114-E refers

Effective Date: 12 May 2014

DCA/EC130/29 Emergency Flotation Gear – Inspection and Modification

Applicability: Model EC 130 B4 aircraft, all S/N fitted with the following emergency flotation gear:
Left hand (LH) flotation gear P/N 217227-0 fitted with float P/N 217174-0, and
Right hand (RH) flotation gear P/N 217228-0 fitted with float P/N 217195-0.

Note 1: This AD supersedes DCA/EC130/24 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC 130 ASB No. 05A008 dated 8 June 2009 or later approved revisions.

If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC 130 ASB No. 05A008 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC130 ASB 25A042 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC130 ASB 25A042.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.

(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurs later since 24 September 2009 (the effective date of DCA/EC130/24), and thereafter at intervals not to exceed 300 hours TIS.

2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.

3. From 27 October 2011.

Effective Date: 27 October 2011

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](https://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.

2013-0061 Cancelled – EASA AD 2013-0191-E refers

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2013-0191-E Cancelled – EASA AD 2017-0052 refers

Effective Date: 7 April 2017

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with modification (mod) 073880 or mod 074609 (Reinforcement of the tail boom/Fenestron junction), or mod 074775 (Reinforcement of the Fenestron frame by installing 4 carbon patches), and those helicopters which have been repaired in accordance with Repair Design Approval Sheet No. 350 53 522 07, or 350 53 521 10, or 350 53 524 10, or 350 53 525 10, or 350 53 526 10, or 350 53 511 11, or 350 53 512 11, or 350 53 523 11, or 350 53 504 12, or AE11-0205, or AE11-0380.

Note: Tail boom assembly S/N TB 7377 is not affected by this AD.

Effective Date: EASA AD 2014-0114 - 12 May 2014
EASA AD 2014-0114R1 - 1 June 2016
EASA AD 2014-0114R2 - 31 May 2018

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: EC130 B4 and T2 helicopters, all S/N fitted with a swashplate assembly comprising a rotating star with P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07 or 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0145R1 Cancelled – EASA AD 2015-0033-E refers

Effective Date: 26 February 2015

2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection

Applicability: EC130 T2 helicopters, all S/N except those helicopters embodied with modification (MOD) 074547 in production.

Effective Date: 2014-0229 - 22 October 2014
2014-0229R1 - 19 January 2016

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

2015-0033R1 Cancelled – EASA AD 2016-0240 refers

Effective Date: 9 December 2016

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2016-0023 Main Gearbox Casings – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with a main gearbox (MGB) main casing P/N 350A32-3156-21 (fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (fitted on assembly 350A32-3156-02), or fitted with a MGB bottom casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0240 Cancelled – EASA AD 2017-0066-E

Effective Date: 25 April 2017

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0062 Collective Pitch Control – Inspection

Applicability: EC 130 B4 and T2 helicopters, all S/N.

Effective Date: 25 April 2017

2017-0066-E Cancelled – EASA AD 2017-0080 refers

Effective Date: 19 May 2017

2017-0080 Cancelled – EASA AD 2018-0104 refers

Effective Date: 31 May 2018

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus modification (mod) 074775, or mod 074581.

Note: Since EASA AD 2018-0104R1 was issued, EASA has determined that the compliance time to embody the modification on affected helicopters can be extended by an additional 12 months.

Effective Date: EASA AD 2018-0104 - 31 May 2018
EASA AD 2018-0104R1 - 23 December 2021
EASA AD 2018-0104R2 - 22 December 2022

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0182 Tail Rotor Blade - Reduced Life Limitation

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 11 September 2018

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 October 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: EC130B4 helicopters fitted with an Air Comm air conditioning system P/N EC130-202-1, EC130-202-2, EC130-202-3, EC130-202-4, EC130-202-5, EC130-202-6, EC130-202-7, or EC130-202-8.

Effective Date: 22 January 2019

2019-0001 Cancelled – EASA AD 2020-0069 refers

Effective Date: 7 April 2020

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection

Applicability: EC 130 T2 helicopters, all S/N having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 April 2020

2020-0069 Sliding Door Opening Mechanism – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 7 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with EC modification (MOD) 07 3796 or MOD 07 2921 in production.

Effective Date: 13 May 2020

2020-0187 Tail Rotor Blades – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 September 2020

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

Applicability: EC 130 T2 helicopters, all S/N fitted with an ARRIEL 2D engine.

Effective Date: 3 September 2021

2021-0216 Engine to MGB Coupling Shaft – Inspection

Applicability: EC 130 T2 helicopters, all S/N.

Effective Date: 7 October 2021

2021-0235-E Cancelled – EASA AD 2021-0283-E refers

Effective Date: 21 December 2021

2021-0283R1 Cancelled – EASA AD 2023-0028 refers

Effective Date: 15 February 2023

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N.

Effective Date: 6 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0150R1 Tail Rotor Blades - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2022-0150 – 4 August 2022
EASA AD 2022-0150R1 – 25 July 2024**2022-0251-E Cancelled - EASA AD 2023-0190-E refers****Effective Date:** 6 November 2023**2023-0028 Cancelled - EASA AD 2023-0214 refers****Effective Date:** 21 December 2023**2023-0044 Main Gearbox Planet Gear - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 30 March 2023**2023-0064 Main Rotor Pitch Rod Upper Links - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Note:** The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter 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.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023**2023-0107 (Correction) Cargo Swing Frame - Inspection****Applicability:** EC 130 B4 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.**Effective Date:** 29 June 2023**2023-0127 Main Gearbox Engine Coupling - Inspection****Applicability:** EC 130 T2 and EC 130 B4 helicopters, all S/N with a date of manufacture before 13 February 2023 as defined in EASA AD 2023-0127.**Effective Date:** 11 July 2023**2023-0133 Cancelled – EASA AD 2023-0187 refers****Effective Date:** 30 November 2023**2023-0166 Emergency Floatation System Supply Hose - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 8 September 2023**2023-0190R1 Cancelled - EASA AD 2024-0144 refers****Effective Date:** 2 August 2024

2023-0187R1 Microswitches - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025**2023-0214 Rear Transmission Bearing Support - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters modification 074581 at production.**Note 1:** The requirements in paragraph 3.B.2.c and 3.B.2.d of Airbus Helicopters (AH) Emergency ASB EC130-05A039 revision 3, dated 30 January 2023, or later approved revision, may not be accomplished by a pilot.**Note 2:** The initial inspections of the rear transmission bearing support in accordance with requirements (1) and (2) of EASA AD 2023-0214 must be accomplished by an aircraft maintenance engineer.

The repetitive inspections every 10 hours in accordance with requirements (1) and (2) of EASA AD 2023-0214 may be accomplished by adding the inspection requirement to the helicopter 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.

If any defects are found during the repetitive inspections, then an aircraft maintenance engineer must inspect the rear transmission bearing support and accomplish the corrective actions in accordance with EASA AD 2023-0214 before further flight.

Effective Date: 21 December 2023**2024-0018 Indicating / Recording Systems Control Unit – Inspection****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0113 Tail Rotor Hub Tension-Torsion Bars – Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 27 June 2024**2024-0133 Airworthiness Limitations Section - Amendment****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0144 Tail Rotor Drive Shaft - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters Modification 079809 in production.**Effective Date:** 2 August 2024**2024-0232 Door Star Support - Modification****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 19 December 2024

- 2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection**
Applicability: EC 130 B4 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).
Effective Date: 6 February 2025
- 2025-0062 Main Rotor Blades – Replacement**
Applicability: EC 130 T2 helicopters, all S/N delivered before 23 September 2024 (i.e the date of the EASA Form 52, or equivalent statement of conformity).
Effective Date: 3 April 2025
- 2025-0137 Cancelled – EASA AD 2026-0101 refers**
Effective Date: 9 June 2026
- 2025-0159 Sliding Door Placards - Installation**
Applicability: EC 130 B4 helicopters, all S/N embodied with modification 0720257.
Effective Date: 7 August 2025
- 2025-0249-E Cancelled – EASA AD 2025-0262-E refers**
Effective Date: 27 November 2025
- 2025-0262-E Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit**
Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.
Effective Date: 27 November 2025
- 2026-0052R1 Fuse Cover Attachment of Circuit Breaker Panel - Modification**
Applicability: EC 130 B4 helicopters, all S/N embodied with modification 073245.
Effective Date: EASA AD 2026-0052 - 26 March 2026
 EASA AD 2026-0052R1 - 23 July 2026
- 2026-0089 Starter Generator Limitation Label - Installation**
Applicability: EC 130 B4 helicopters, all S/N fitted with a starter generator P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configurations:
 Airbus Helicopters with mod 073345 embodied;
 Airbus Helicopters with mod 073354 embodied.
Effective Date: 4 June 2026
- 2026-0101 Airworthiness Limitations Section - Amendment**
Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.
Effective Date: 9 June 2026
- 2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection**
Applicability: EC 130 B4 helicopters, all S/N, and
 EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters (AH) modification 079809.
Effective Date: 25 June 2026

2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 23 July 2026

*** 2026-0146 Mechanical Dropping Control - Inspection**

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 3 September 2026

Airworthiness Directive Schedule

Components & Equipment

Aircraft Seats and Harnesses

3 September 2026

- 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 *

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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.		
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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

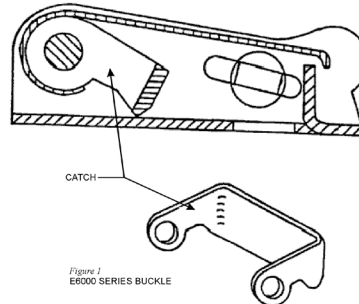
Applicability: All Eon Corporation TSO C22 safety belt assemblies incorporating E6000 buckles.

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)



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:

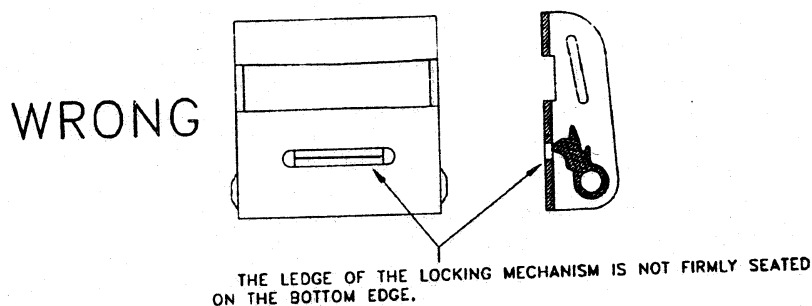
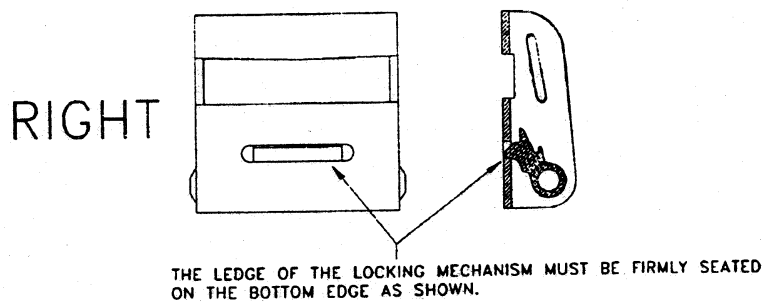
Visually inspect all affected seat restraint systems to determine if the locking mechanism is engaging properly per the following:

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

Effective Date: 22 September 2025

FAA AD 2024-20-04 Rotary Buckle Assembly – Inspection

Applicability: Helicopters 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.

These buckles may be installed on, but not limited to, Airbus Helicopters, all models.

Effective Date: 25 September 2025

UK CAA AD G-2025-0005 Acro Series 9 Passenger Seats – Inspection

Applicability: Acro series 9 passenger seats listed in Appendix 1 of UK CAA AD G-2025-0005.

Effective Date: 2 October 2025

EASA AD 2025-0294R1 B/E Aerospace Fischer Medical Seats – Modification

Applicability: B/E Aerospace Fischer (Fischer Medical Seats) listed in the applicability of EASA AD 2025-0294R1.

Effective Date: EASA AD 2025-0294 - 29 January 2026
EASA AD 2025-0294R1 - 26 February 2026

UK CAA AD G-2026-0001 Acro Series 6 Passenger Seats – Inspection

Applicability: Acro series 6 passenger seats with P/N and S/N listed in Appendix 1 of UK CAA AD G-2026-0001.

Effective Date: 23 April 2026

*** UK CAA AD G-2026-0003 IrvinGQ Crewman Restraint – Inspection**

Applicability: Harness Lightweight Assembly Kit P/N MRIIGQ2779 and MRIASE2494.

Effective Date: 3 September 2026

Airworthiness Directive Schedule

Helicopters

Bell 222, 222B and 222U

3 September 2026

- Notes:**
1. This AD schedule is applicable to Bell 222, 222B and 222U helicopters manufactured under Transport Canada Type Certificate No. H-88.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs applicable to these helicopters can be obtained directly from the TC website at: <http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-ly-cs1401.asp?rand>

EASA ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>

FAA ADs can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/BELL222/1 Airworthiness Directive Compliance at Initial NZ Airworthiness Certificate Issue

Applicability: All Model 222, 222B, and 222U.

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

82-09-53, 82-16-06, 83-02-51, 83-09-03, 84-12-02, 85-14-11, 87-09-02 R2, 87-13-01, 87-15-06, 87-15-07, 87-19-01, 88-02-03, 89-17-05, 89-25-04.

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

Effective Date: 26 June 1992

DCA/BELL222/2 Flapping Bearing - Inspection

Applicability: All Model 222, 222B and 222U.

Requirement: To ensure the continued airworthiness of existing bearings, inspect flapping bearings P/N 222-310-114-107 and P/N 222-310-114-109 per Bell ASB 222-92-60 or 222U-92-33 as applicable.

(Canadian AD CF-92-24 refers)

Compliance: 1. Within next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS.
2. At every 25 hour TIS inspection.

Note: The 10 hour interval inspection may be accomplished by pilot subject to:

- (a) Adequate instruction by LAME responsible for the aircraft*
- (b) Maintenance Release endorsed to refer to inspection requirement.*
- (c) Copy of requirement document(s) attached to Maintenance Release.*

Effective Date: 19 March 1993

DCA/BELL222/3 Driveshaft Couplings Over-Temperature Indicators - Installation

Applicability: All Model 222, 222B and 222U.

Requirement: To ensure that any overheated condition of main or tail rotor driveshaft grease lubricated couplings is reliably detected at an early stage, accomplish the following:-

Replace the zinc chromate type stripes with "TEMP-PLATES" per Part I of Bell Alert SBs 222-93-67 Rev A or 222U-93-40 Rev A as applicable.

(Canadian AD CF-94-06 refers)

Compliance: At the next scheduled lubrication servicing interval for installed assemblies. Prior to installation of replacement couplings and driveshaft assemblies.

Effective Date: 13 May 1994

DCA/BELL222/4B Tail Rotor Blades - Inspection and Replacement

- Applicability:** Model 222, and 222B with tail rotor blades P/N 222-016-001-101, -107, -111, -113, -115 and -119.
- Requirement:** To prevent failure of a tail rotor blade due to fatigue cracks, loss of the tail rotor and tail rotor gear box, and subsequent loss of control of the helicopter accomplish the following:-
1. Inspect tail rotor blades per Bell Alert SB 222-95-76 Revision B. If the blade skin is found cracked, remove the blade from service before further flight.
 2. Replace tail rotor blades with P/N 222-016-001-123 or -127, or later dash numbers per Bell Alert SB 222-96-79.
- (Canadian AD CF-96-03R2 refers)
- Note: The visual inspection may be accomplished by the pilot subject to:*
- (a) Adequate instruction by LAME responsible for the aircraft.
 - (b) Aircraft Technical Log to be endorsed to refer to inspection requirement.
 - (c) Copy of ASB 222-95-76 Rev B to be attached to Aircraft Technical Log.
- Compliance:**
1. Inspect before further flight and thereafter at intervals not to exceed 3 hours TIS until replacement per part 2 is accomplished.
 2. Replace by 1 March 1997
- Effective Date:** DCA/BELL222/4A - 18 July 1996
DCA/BELL222/4B - 24 January 1997

DCA/BELL222/5 Main Rotor Hub - Inspection

- Applicability:** All model 222, 222B and 222U
- Requirement:** To ensure proper torque on the retaining bolts of the main rotor grips and flapping bearing assemblies accomplish the following:-
1. Visually inspect the main rotor hub for obvious signs of fretting between the pitch horn and grip tangs; and the flapping bearing assemblies and the main rotor yoke assembly. For mechanical and corrosion limits refer to Bell Component Repair and Overhaul Manual, Vol. 2.
 2. Verify the torque of the retaining bolts on the main rotor grips and flapping bearing assemblies as instructed in Part I, Initial Inspection, of Bell ASB 222-98-81 or 222U-98-52, as applicable. If any bolt moves before the torque of 100 foot-pounds (136 N m) is reached, before further flight remove the pitch horn or flapping bearing, as applicable, for further inspection and possible repair. Re-apply corrosion preventive compound (C-101) MIL-C-16173, Grade 1 to the exposed portions of the bolts and nuts.
- (Canadian AD CF-98-16 refers)
- Compliance:** Within next 10 hours TIS.
- Effective Date:** 3 September 1998

DCA/BELL222/6 Vertical Fin Assembly - Inspection

Applicability: All model 222, 222B and 222U

Requirement: To ensure the proper torque on the vertical fin assembly bolts accomplish the following:-

1. Check the a torque on the vertical fin attachment bolts per Part I of Bell Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.
2. Inspect and reattach the fin per Part II of Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.
3. Verify the correct torque of the attachment bolts per Part III, Special Inspections, of Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.

(Canadian AD CF-98-21 refers)

Compliance:

1. Within next 25 hours TIS.
2. Within next 150 hours TIS or by 31 December 1998, whichever is the sooner.
3. Between 5 to 10 hours TIS after accomplishing Part 2 of this AD.

Effective Date: 3 September 1998

DCA/BELL222/7 Flapping Bearing-to-Yoke Attachment Bolts - Inspection

Applicability: Model 222 S/N 47006 through 47089; 222B S/N 47131 through 47156; and 222U S/N 47501 through 47574.

Requirement: To ensure the integrity of the flapping bearing-to-yoke attachment bolts, perform an initial inspection of the flapping bearing-to-yoke attachment bolts per Part I of BHTC ASB 222-98-83 or 222U-98-54 as applicable.

(Canadian AD CF-99-12 refers)

Compliance: Within next 150 hours TIS or by 31 December 1999, whichever is the sooner.

Effective Date: 4 June 1999

DCA/BELL222/8 Swashplate - Inspection

Applicability: Models 222 S/N 47006 through 47089, 222B S/N 47131 through 47156, 222U S/N 47501 through 47574, and 230 S/N 23001 through 23038.

Requirement: To ensure proper retention of the drive pin P/N 222-010-455-003 in the swashplate rotating ring, accomplish the torque test per BHTC ASB 222-99-84, 222U-99-55 or 230-99-16 as applicable.

(Canadian AD CF-99-16 refers)

Compliance: Within next 55 hours TIS

Effective Date: 27 August 1999

DCA/BELL222/9 Main Rotor Hydraulic Actuator Support - Inspection

- Applicability:** Models 222 S/N 47006 through 47089, 222B S/N 47131 through 47156, and 222U S/N 47501 through 47574.
- Requirement:** To prevent potential loss of control of the helicopter, inspect the main rotor hydraulic actuator support per BHTC ASB 222-00-86 or 222U-00-57 as applicable.
(Canadian AD CF-2000-29 refers)
- Compliance:** Within next 25 hours TIS.
- Effective Date:** 19 October 2000

DCA/BELL222/10 Main Rotor Pendulum Weight Support

- Applicability:** Bell Model 222, 222B and 222U Helicopters with Main Rotor Pendulum Supports P/N 222-011-114-103 identified by serial numbers with the prefix HD.
- Requirement:** To prevent their possible in-flight failure, remove Main Rotor Pendulum Supports P/N 222-011-114-103 identified by serial numbers with the prefix HD IAW the applicable Bell Alert Service Bulletin.

Bell 222 & 222B ASB 22-01-91
Bell 222U ASB 222-U-01-62
(Transport Canada AD CF-2001-28 refers)
- Compliance:** within 25 TTIS
- Effective Date:** 19 September 2001

DCA/BELL222/11 Rotating Ring Assembly

- Applicability:** Bell Model 222 S/N 47008 through 47089
Bell Model 222B S/N 47131 through 47156
Bell Model 222U S/N 47501 through 47574
- Requirement:** Inspect the radius at the inboard surface of the rotating ring drive pin hole IAW the applicable alert service bulletins. The radius should be 0.060"-0.090". If the radius is not within these limits, replace the rotating ring assembly, including drive pins, before further flight.

Bell 222 & 222B ASB 222-01-90
Bell 222U ASB 222U-01-61
(Canadian AD CF-2001-29 refers)
- Compliance:** At scheduled inspection, but no later than 31 November 2001.
- Effective Date:** 27 Sept 2001

DCA/BELL222/12 Fuel Compartment Drain Hole**Applicability:** Bell Model 222 S/N 47006 through 47089

Bell Model 222B S/N 47131 through 47156

Requirement: To prevent water and/or fuel from accumulating inside the fuselage, accomplish the following inspection and rework.

Ensure forward tooling hole in the right hand upper fuel enclosure is clear of sealant IAW Bell Alert Service Bulletin 222-07-01.

(Canadian AD CF-2001-22 refers)

Compliance: No later than 31 Dec 2001**Effective Date:** 27 Sept 2001**DCA/BELL222/13B Main Rotor Grips and Pitch Horns – Inspection and Replacement****Applicability:** Model 222, 222B and 222U aircraft fitted with main rotor hub assemblies P/N 222-011-101-103, -105, -107 and -109 and/or pitch horn assemblies P/N 222-012-101-103, -105, -107 and -109 that have accumulated 1250 or more hours TTIS.**Note 1:** Revision B of this AD revised to require the detailed visual inspection per requirement 2 of this AD to be accomplished by an engineer. This AD also introduces Bell ASB 222-02-93 revision A.**Requirement:** To detect cracks in the main rotor grips and/or the pitch horns, accomplish the following:

1. Visually inspect the main rotor grips and pitch horns for cracks per part I of Bell ASB 222-02-93 revision A or later Transport Canada approved revisions. Replace cracked parts before further flight.
2. Perform a detailed visual inspection with a 10X magnifying glass per part II of ASB 222-02-93. Replace cracked parts before further flight.
3. Perform the newly developed 2500 hour inspection on main rotor hub assembly as per chapter 5, revision 3 or later approved revisions of the applicable maintenance manual. Replace cracked parts before further flight.

(Transport Canada AD CF-2002-23R1 refers)

Note 2: Requirement 1 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.**Note 3:** Requirements 2 and 3 of this AD must be accomplished by an engineer.

Compliance:

1. Before the next flight and thereafter at every daily inspection unless requirement 2 or 3 of this AD has been accomplished that day.
2. Within the next 7 days unless previously accomplished and thereafter at intervals not to exceed 25 hours TIS.
3. Before 2500 hours TTIS or within the next 300 hours TIS for rotor heads that have accumulated between 2500 and 4500 hour TTIS.

Effective Date: DCA/BELL222/13 - 11 April 2002
 DCA/BELL222/13A - 28 August 2003
 DCA/BELL222/13B - 29 October 2009

DCA/BELL222/14 Memcor Truohm Magnetic Brake – Inspection and Repair

Applicability: Model 222, 222B and 222U with IFR Kits P/N 222-706-13 and all spare magnetic brakes P/N 204-001-376-105 or –107 manufactured by Memcor Truohm as P/N MP 498-105 or MP498-107. Magnetic brakes P/N 204-001-376-105 or –107 made by other manufacturers are not affected.

Requirement: The stop screws (Memcor P/N MS51959-3) may have been installed without the proper adhesive. This may allow the screws to loosen and limit the travel of the brake arm assembly, which could limit the movement of the flight controls. To prevent this, inspect each magnetic brake P/N 204-001-376-003 per Bell ASB 222-01-87 or 222U-01-58 as applicable and repair as necessary.

(Canadian AD CF-2002-17 refers)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 30 May 2002

DCA/BELL222/15 Main Rotor Pendulum Weight Supports – Inspection

Applicability: Bell Model 222 S/N 47006 through 47089
 Bell Model 222B S/N 47131 through 47156
 Bell Model 222U S/N 47501 through 47574
 Bell Model 230 S/N 23001 through 23038
 equipped with pendulum weight supports P/N 222-011-114-101 or -103, excluding those with S/N FN-363 and up.

Requirement: The pendulum weights described above could have manufacturing discrepancies like file or grinding marks, gouges or reduced edge radii and these may make the supports susceptible to fatigue and cause in flight separation of the pendulum weight. To prevent failure of the supports and possible damage to the main rotor, accomplish the following:-

1. Inspect all edges created by machining operations to verify the edge radius. The edge radius should be 0.02 – 0.04" radius, or 0.02-0.04" 45° chamfer.
2. Inspect all edges for a surface finish of 63 RMS or better. No file marks or gouges are permitted.
3. If required, rework the support in accordance with the applicable ASB.

Model	ASB
222 & 222B	222-02-92
222U	222U-02-63
230	230-02-25

(Transport Canada AD CF-2002-33 refers)

Compliance: Inspect within 50 hours TIS, rework or replace before further flight if required

Effective Date: 19 December 2002

DCA/BELL222/16 Main Rotor Yoke - Inspection

Applicability: Model 222 S/N 47006 through 47089
 Model 222B S/N 47131 through 47156
 Model 222U S/N 47501 through 47574

Requirement: To detect fatigue cracks in the main rotor yoke caused by fretting as a result of deterioration of the buffer pad accomplish the following;

1. Perform a visual inspection of the main rotor yoke per part 1 of the applicable SB listed below. Any evidence of fretting or cracking will require the main rotor to be disassembled per the repair and overhaul manual.
2. Verify torque of main rotor flapping bearing retaining nuts/bolts per instructions in part II of the applicable SB.

Bell 222, 222B ASB 222-03-97
 Bell 222U ASB 222U-03-68

(Canadian AD CF-2003-27 refers)

Compliance:

1. Within 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS.
2. Within 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 25 March 2004

DCA/BELL222/17B Tail Rotor Blade – Inspection and Rework

Applicability: All model 222, 222B and 222U aircraft.

Note 1: DCA/BELL222/17B revised to extend the rework of affected tail rotor blades from 31 May 2008 to 31 December 2008.

Requirement: To prevent undetected cracks in the blade bearing bores possibly caused by corrosion and machining burrs resulting in blade failure, accomplish the following:

1. Inspect the tail rotor blades for cracks per part I of the applicable Bell Helicopter Textron Canada (BHTC) Alert Service Bulletin (ASB). If cracked, accomplish the instructions per part I of the applicable ASB, before further flight.
2. Inspect the tail rotor blades for cracks per part II of the applicable ASB. If cracked, accomplish the instructions per part II of the applicable ASB, before further flight.
3. Rework the affected tail rotor blades per part III of the applicable ASB.

(Transport Canada AD CF-2004-21 R3 refers)

Note 2: For model 222 and 222B aircraft the requirements of this AD are to be accomplished per Bell Helicopter Textron Canada (BHTC) Helicopters Alert Service Bulletin ASB 222-04-100, revision A or later approved revisions, and for model 222U aircraft per BHTC Helicopters ASB 222U-04-71, revision A or later approved revisions.

Note 3: The rework of affected tail rotor blades per part III of the applicable ASB is a terminating action to the requirements of this AD.

- Compliance:**
1. Within the next 3 hours TIS unless previously accomplished within the last 3 hours TIS, and thereafter at intervals not to exceed 3 hours TIS.
 2. Within the next 50 hours TIS unless previously accomplished within the last 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.
 3. By 31 December 2008.

Effective Date: DCA/BELL222/17A - 30 November 2006
DCA/BELL222/17B - 1 June 2008

DCA/BELL222/18 Tail Rotor Counterweight Bellcrank – Inspection and Replacement

Applicability: Model 222 aircraft, S/Ns 47006 through 47089
Model 222B aircraft, S/Ns 47131 through 47156
Model 222U aircraft, S/Ns 47501 through 47574

- Requirement:**
1. Identify the P/N of the tail rotor counterweight bellcrank installed on the aircraft. If P/N 222-012-727-003 is installed, replace per requirement 3. If P/N 222-012-727-105 without the prefix letters is installed, inspect per requirement 2.
 2. Inspect tail rotor counterweight bellcrank per the instructions in part 1 of Alert Service Bulletin 222-04-101 for model 222 and 222B aircraft, and per Alert Service Bulletin 222U-04-72 for model 222U aircraft.
 3. For models 222 and 222B aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-105 (without prefix letters), replace per part two of ASB 222-04-101 and aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-003, replace per part two of ASB 222-04-99.
For models 222U aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-105 (without prefix letters), replace per part two of ASB 222U-04-72 and aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-003, replace per part two of ASB 222U-04-70.
(Transport Canada CF-2005-27R1 refers)

Note: The installation of tail rotor counterweight bellcranks P/N 222-012-727-105 with the added prefix letters inscribed on the part before the serial number, is a terminating action to this AD.

- Compliance:**
1. Within the next 10 hours TIS.
 2. Within the next 10 hours TIS, and thereafter at intervals not to exceed 50 hours TIS until the tail rotor counterweight bellcranks are replaced per requirement 3.
 3. Before 1 April 2006.

Effective Date: 29 September 2005

DCA/BELL222/19 Fuel Valve Switch - Modification

Applicability: Model 222, 222B and 222U aircraft.

Requirement: To ensure the fuel supply to the engine is not interrupted as a result of a possible fuel valve switch failure, rewire the fuel valve switch P/N 10648BH1-1 so that the fuel valve stays open in the event of a fuel valve switch failure, per the instructions in Bell Technical Bulletin 222-03-171 for models 222 and 222B aircraft, and per Bell Technical Bulletin 222U-03-96 for model 222U aircraft.

(Canadian AD CF-2006-03 refers)

Compliance: By 31 May 2006, unless already accomplished.

Effective Date: 27 April 2006

DCA/BELL222/20 Tail Rotor Pitch Change Mechanism - Rework

Applicability: Models 222 aircraft, S/N 47006 through to 47089

Model 222B aircraft, S/N 47131 through to 47156

Model 222U aircraft, all S/N.

Requirement: To ensure the tail rotor pitch change pitch mechanism is correctly rigged, inspect the tail rotor per the instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-07-104 or ASB No. 222U-07-75, as applicable.

Replace the tail rotor yoke if required, per ASB No. 222-07-104 or ASB No. 222U-07-75, as applicable.

(Transport Canada AD CF-2007-07 refers)

Note: The existing rigging procedures for the tail rotor pitch mechanism can create a condition in which the position of the tail rotor counterweight bellcranks may not be at their optimized position to assist the flight crew with the tail rotor pedal forces in an emergency situation when the #1 hydraulic system is inoperative.

Compliance: Within the next 150 hour TIS or annual inspection, but no later than 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/BELL222/21 Tail Rotor Drive Shaft Disc Assemblies – Inspection and Rework

Applicability: Model 222 aircraft, S/N all through 47089

Model 222B aircraft, S/N all through 47156

Model 222U aircraft, S/N all through 47574

Note: This AD is applicable to tail rotor drive shaft disc assemblies P/N 36300-1 and P/N 37855-1 manufactured between 1 November 2005 and 30 November 2006.

Requirement: To prevent failure of the tail rotor drive shaft disc assembly accomplish the following:

1. For disc assemblies installed on the aircraft and held as spares inspect per the instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. ASB-222-07-105 or ASB No. ASB-222U-07-76, as applicable.

If the disc assembly P/N 36300-1 or P/N 37855-1 has not been manufactured between 1 November 2005 and 30 November 2006, no further action is required.

For affected disc assemblies held as spares which are not within the required thickness as per table 1, adjust the thickness by removing or adding new discs, and re-index the disc assembly as per the applicable Maintenance Manual as required.

For an affected disc assembly installed on the aircraft which is not within the required thickness as per table 1, replace within the next 10 hours TIS.

Disc Assembly Part Number	Total Thickness	
	Minimum	Maximum
36300-1	0.174 inch (4.42 mm)	0.186 inch (4.75 mm)
37855-1	0.126 inch (3.20 mm)	0.138 inch (3.50 mm)

Table 1

2. For an affected disc assembly installed on the aircraft which is not correctly indexed, replace per the instructions in ASB No. ASB-222-07-105 or ASB No. ASB-222U-07-76, as applicable.

(Transport Canada AD CF-2007-09 refers)

- Compliance:**
1. Within the next 25 hours TIS or 28 July 2007 whichever occurs sooner.
 2. Within the next 300 hours TIS or at the next scheduled inspection, whichever occurs sooner.

Effective Date: 28 June 2007

DCA/BELL222/22A Tail Rotor Blades – Inspection and Replacement

Applicability: Model 222, 222B and 222U aircraft, all S/N.

Note: This AD supersedes DCA/BELL222/22 to introduce revised Bell Helicopter Textron Canada Alert Service Bulletins which list additional affected tail rotor blades.

Requirement: To prevent balance weights departing from the tail rotor blades during flight, inspect the aircraft log books and determine if any affected tail rotor blades are fitted to the aircraft per Bell Helicopter Textron Canada (BHTC) ASB No. 222-07-106 or ASB No. 222U-07-77 as applicable, both at revision D, dated 29 November 2010 or later Transport Canada approved revisions.

If an affected tail rotor blade is found fitted, replace with an airworthy part before further flight.

(Transport Canada AD CF-2007-21R1 refers)

Compliance: Before further flight.

Effective Date: DCA/BELL222/22 - 18 September 2007
DCA/BELL222/22A - 4 December 2010

DCA/BELL222/23 Staked Bearings – Inspection and Replacement

Applicability: Model 222 aircraft, S/N 47006 through to 47089

Model 222B aircraft, S/N 47131 through to 47156

Model 222U aircraft, S/N 47501 through to 47574

Requirement: To prevent failure of flight control bellcranks, levers and supports of the flight control system due to possible bearing migration which could result in loss of aircraft control, accomplish the following:

For model 222 and model 222B aircraft inspect flight control bearings per the instructions in Bell Helicopter ASB No. 222-09-107 dated 7 April 2009 or later Transport Canada approved revisions.

For model 222U aircraft inspect flight control bearings per the instructions in ASB No. 222U-09-78 dated 7 April 2009 or later Transport Canada approved revisions.

If any defects are found replace affected parts before further flight.

Note: Bell Helicopter Operations Safety Notice (OSN) GEN-09-38 dated 7 April 2009 provides further information on the subject of this AD.

(Transport Canada AD CF-2009-32 refers)

Compliance: Within the next 10 hours TIS or by 13 September 2009 whichever is the sooner, unless previously accomplished.

Effective Date: 13 August 2009

DCA/BELL222/24A **Cancelled – Transport Canada AD CF-2010-29R2 refers**

Effective Date: 4 August 2022

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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

FAA AD 2014-0189 Cancelled – EASA AD 2014-0244 refers

Effective Date: 10 November 2014

EASA AD 2014-0244 Cancelled – EASA AD 2021-0148 refers

Effective Date: 5 July 2021

TC AD CF-94-02 IFR Instrument Requirements – Inspection

Effective Date: 16 March 1994

FAA AD 93-08-14 Main Rotor Flapping Bearing – Inspection

Effective Date: 6 April 1994

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 222, 222B and 222U helicopters, all S/N.

Effective Date: 28 June 2018

EASA AD 2021-0148 Emergency Flotation System (EFS) – AFM Supplement

Applicability: Bell 222, 222B and 222U helicopters, all S/N, fitted with an Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching from the helicopter design approval holder, or by installation through a Supplemental Type Certificate (STC).

Note: EASA AD 2021-0148 retains the requirements in superseded EASA AD 2014-0244 and introduces a revised Appendix 2-B in the AD.

Effective Date: 5 July 2021

CF-2010-29R2 Servo Actuator Piston Rod – Inspection

Applicability: Bell 222, 222B and 222U helicopters, all S/N fitted with hydraulic servo actuators P/N 222-382-001-107.

Note: CF-2010-29R2 revised to remove the specific details of the overhaul interval to allow for future changes to the interval in accordance with the standard overhaul revision procedure.

Effective Date: 4 August 2022

*** CF-2026-39 Tail Rotor Pitch Horn – Inspection**

Applicability: Bell 222 helicopters, S/N 47006 through to 47089.

Effective Date: 3 September 2026

Airworthiness Directive Schedule

Helicopters

Guimbal Cabri G2

3 September 2026

- Notes:**
1. This AD schedule is applicable to Guimbal Cabri G2 helicopters manufactured by Hélicoptères Guimbal under EASA Type Certificate (TC) No. R.145.
 2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

EASA 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 *

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2014-0038 Cancelled – 2014-0196 refers**Effective Date:** 4 September 2014**2014-0196 Cancelled – EASA AD 2016-0033 refers****Effective Date:** 9 March 2016**2014-0206 Main Rotor Rotating Scissor Link – Inspection****Effective Date:** 26 September 2014**2016-0032 Cancelled – EASA AD 2019-0025 refers****Effective Date:** 28 February 2019**2016-0033 Cancelled – EASA AD 2017-0039 refers****Effective Date:** 10 March 2017**2017-0039 Cancelled – EASA AD 2019-0187 refers****Effective Date:** 29 August 2019**2019-0025 Airworthiness Limitations – Amendment****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 28 February 2019**2019-0185 Main Rotor / Swashplate Guide Bellcrank Bushing - Replacement****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 29 August 2019**2019-0186 Main Rotor / Non-rotating Scissor Link - Replacement****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 29 August 2019**2019-0187 (Correction) Engine Cooling Fan - Replacement****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 29 August 2019**2020-0199 (Correction) Cancelled – EASA AD 2021-0155 refers****Effective Date:** 29 July 2021**2021-0155 Main Rotor Scissors Fittings - Inspection****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 29 July 2021**2023-0204-E Cancelled – EASA AD 2024-0007-E refers****Effective Date:** 10 January 2024**2024-0007-E Pilot and Copilot Cyclic Stick Base - Inspection****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 10 January 2024

2024-0071 Main Rotor Swashplate - Inspection**Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 21 March 2024**2025-0282 Emergency Locator Transmitter - Inspection****Applicability:** Cabri G2 helicopters, S/N 1003 through to 1389 (inclusive), except S/N 1383 and 1388.**Effective Date:** 19 December 2025*** 2026-0095R1 Cancelled – EASA AD 2026-0147 refers****Effective Date:** 30 July 2026*** 2026-0147 Main Rotor Mast - Inspection****Applicability:** Cabri G2 helicopters, all S/N.**Effective Date:** 30 July 2026

Airworthiness Directive Schedule

Helicopters

Leonardo A109 and AW109 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Leonardo A109A, A109A II, A109E, A109S and AW109SP helicopters manufactured under European Aviation Safety Agency (EASA) Type Certificate No. R.005.
 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. Links to other NAA websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](#)
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DCA/A109/1A Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Agusta A109 series helicopters, all S/N.

Note 1: This AD revised to cancel ENAC AD 2006-001. The tail rotor blade inspections in Agusta BT 109-110 rev A have subsequently been introduced into chapter 5 of the A109A/A109All Maintenance Planning Manual (MPM).

Requirement: Compliance with the following Ente Nazionale Per L'Aviazione Civile (ENAC) Airworthiness Directives and European Aviation Safety Agency (EASA) Airworthiness Directives (as applicable) is required:

ENAC / EASA AD No:	Agusta Bollettino Tecnico (BT):	Subject:	AD Requirement:
ENAC AD 2000-128	BT No. 109K-25 and 109EP-7 both dated 3 March 2000.	Model A109K2 and A109E main transmission fittings P/N 109-0325-08-1.	Accomplish AD requirements per instructions in the applicable BT.
ENAC AD 2000-371	BT No. 109EP-12 dated 24 July 2000.	Model A109E.	Accomplish AD requirements per instructions in BT No. 109EP-12.
ENAC AD 2000-393	BT No. 109EP-13 dated 3 August 2000.	Model A109E tail rotor blades.	Accomplish AD requirements per instructions in BT No. 109EP-13.
ENAC AD 2001-019	BT No. 109EP-16 dated 21 December 2000.	Model A109E passenger compartment sliding doors.	Accomplish AD requirements per instructions in BT No. 109EP-16.
ENAC AD 2001-094	BT No. 109EP-14 revision A, dated 19 March 2001.	Model A109E tail rotor blades.	Accomplish AD requirements per instructions in BT No. 109EP-14.
ENAC AD 2002-002	BT No. 109EP-24 dated 21 December 2001.	Model A109E vertical gyroscopes.	Accomplish AD requirements per instructions in BT No. 109EP-24.
ENAC AD 2002-187	BT No. 109EP-2 revision A, dated 5 March 2002.	Model A109 main rotor damper.	Accomplish AD requirements per instructions in BT No. 109EP-2.
ENAC AD 2003-109	BT No. 109EP-33 dated 19 March 2003.	Model A109E passenger compartment sliding doors.	Accomplish AD requirements per instructions in BT No. 109EP-33.
ENAC AD 2003-249	BT No. 109EP-37 revision A, dated 30 July 2003.	Model A109E main rotor head damper.	Accomplish AD requirements per instructions in BT No. 109EP-37.
ENAC AD 2003-385	BT No. 109EP-40 dated 25 November 2003.	Model A109E radio master switch.	Accomplish AD requirements per instructions in BT No. 109EP-40.

ENAC AD 2003-384	BT No. 109EP-39 dated 25 November 2003.	Model A109E "BATT BUS" circuit breaker.	Accomplish AD requirements per instructions in BT No. 109EP-39.
ENAC AD 2004-271	BT No. 109EP-45 dated 23 June 2004.	Model A109E cargo hook.	Accomplish AD requirements per instructions in BT No. 109EP-45.
ENAC AD 2005-423	BT No. 109K-43 and 109EP-62 both dated 21 September 2005.	Model A109E and A109K2 rescue hoists.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2006-0120-E	BT No. 109S-2.	Model A109S tail rotor trunnion.	Accomplish AD requirements per instructions in BT No. 109S-2.
EASA AD 2006-0228-E	BT No. 109-122, 109K-47, 109EP-70, 109S-5 and 109L-001 all at original issue.	Model A109A, A109All, A109C, A109K2, A109E, A109S and A109LUH tail rotor pitch links.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2007-0192-E	BT No. 109EP-79, 109S-15 and 109L-007 all at original issue.	Model A109E, A109S and A109LUH lower semichannel assemblies.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2007-0295R1-E	BT No. 109EP-83, 109S-18, 109L-010 all dated 29 November 2007.	Model A109E, A109S and A109LUH door housing slots.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2009-0037-E	BT No. 109-129 dated 16 February 2009.	Model A109A, A109All and A109C power turbine speed.	Accomplish AD requirements per the instructions in No. 109-129.
EASA AD 2009-0137	BT No. 109EP-98 dated 22 June 2009.	Model A109E battery bus.	Accomplish AD requirements per instructions in No. 109EP-98.
EASA AD 2009-0232-E	BT No. 109S-33 and 109EP-103 both dated 26 October 2009.	Model A109E and A109S tail rotor rod.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2009-0264	BT No. 109S-35 dated 11 December 2009.	Model A109S battery bus.	Accomplish AD requirements per instructions in No. 109S-35.
EASA AD 2009-0274-E	BT No. 109K-53 and 109-131 both dated 18 December 2009.	Model A109A, A109All, A109C and A109K2 main rotor scissor fitting.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2010-0222-E	BT No. 109-132 dated 22 October 2010.	Model A109A and A109All tail rotor hub plug.	Accomplish AD requirements per instructions in No. 109-132.

- Note 2:** Each part of this AD (each individual ENAC and EASA AD) shall be certified in the aircraft log book separately.
- Note 3:** Manufacturer service information at later approved revisions is acceptable to comply with the requirements of this AD.
- Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness after the effective date of this AD whichever is the sooner, unless previously accomplished.
- Effective Date:** DCA/A109/1 - 25 November 2010
DCA/A109/1A - 27 September 2012

DCA/A109/2 Main Rotor Blades – Inspection

- Applicability:** Model A109E helicopters fitted with main rotor blades P/N 709-0103-01 (all dash numbers) with S/N all through 1428 with prefix A5 or EM.
- Requirement:** To prevent MRB failure accomplish the inspections in Agusta Bollettino Tecnico 109EP-1, Revision B, dated 19 December 2000.
- Note:** This AD supersedes ENAC AD 98-319 dated 15 September 1998.
(ENAC AD 2000-573 refers)
- Compliance:** Within the next 10 hours TIS unless already accomplished and thereafter at intervals not to exceed 25 hours TIS.
- Effective Date:** 25 November 2010

DCA/A109/3 Engine Exhaust Ejectors – Inspection

- Applicability:** Model A109E helicopters, all S/N.
- Requirement:** To prevent engine exhaust ejector failure accomplish the following:
1. For model A109E helicopters, S/N all through 11036 accomplish the inspection/modification per part I in AGUSTA Bollettino Tecnico 109EP-3, dated 22 December 1998 or later EASA approved revisions.
 2. For model A109E helicopters, S/N all through 11036 accomplish the inspection/modification per part II in AGUSTA Bollettino Tecnico 109EP-3, dated 22 December 1998 or later EASA approved revisions.
- Note:** This AD pertains to the inspection and modification of engine exhaust ejectors installation P/N 109-0601-51.
(ENAC AD 1998-465 refers)
- Compliance:**
1. Before further flight, unless already accomplished, and thereafter at intervals not to exceed 25 hours TIS for all A109E helicopters accomplish part III in AGUSTA Bollettino Tecnico 109EP-3.
 2. Within the next 10 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 25 hours TIS for all A109E helicopters accomplish part III in AGUSTA Bollettino Tecnico 109EP-3.
- Effective Date:** 25 November 2010

DCA/A109/4 Cancelled – EASA AD 2020-0230 refers

- Effective Date:** 5 November 2020

DCA/A109/5A Hydraulic Pipes – Inspection

Applicability: Model A109E aircraft, all S/N fitted with hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103.

Note 1: This AD revised to reference Agusta Bollettino Tecnico (BT) 109EP-73 original issue or later EASA approved revisions.

Requirement: To prevent loss of hydraulic fluid from the number 1 hydraulic system due to the possibility of interference between the hydraulic pipes and the tail rotor control rod assembly, accomplish the following:

1. Inspect the hydraulic pipes with P/N 109-0761-64-103 and P/N 109-0761-65-103 per part I of Agusta Bollettino Tecnico (BT) 109EP-73 original issue or later EASA approved revisions. If interference is found between the hydraulic pipes and the tail rotor control rod assembly, accomplish the instructions in part II of Agusta BT 109EP-73, before further flight.
2. Replace the hydraulic pipes P/N 109-0761-64-103 and P/N 109-0761-65-103 with pipes P/N 109-0763-96-101 and P/N 109-0763-97-101 per the instructions in part II of Agusta BT 109EP-73.
3. Hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103 held as spares shall not be fitted to any aircraft.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.
(EASA AD 2007-0231 refers)

Compliance:

1. Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.
2. By 21 May 2011 unless previously accomplished.
3. From 25 November 2010 (effective date of DCA/A109/5).

Effective Date: DCA/A109/5 - 25 November 2010
DCA/A109/5A - 21 April 2011

DCA/A109/6 Cargo Hook Lever – Inspection

Applicability: Model A109E aircraft fitted with a single hook installation P/N 109-0810-31-133 or double hook installation P/N 109-0810-31-133 or 109-0811-75-121 and with hook P/N 528-010-01.

Model A109S aircraft fitted with a single hook installation P/N 109-0810-31-145, or double hook installation P/N 109-0810-31-145 or 109-0811-75-127 and with hook P/N 528-010-01.

Model A109LUH aircraft fitted with a single hook installation P/N 109-0810-31-151 and with hook P/N 528-010-01.

Requirement: To prevent failure of the cargo hook, inspect the lever P/N 232-028-00 for condition per the instructions in Agusta Alert SB No. 109EP-78, 109L-006 or 109S-12 as applicable, all at original issue or later EASA approved revisions. If the lever is cracked, repair as required before further hoist operations.
(EASA AD 2007-0160-E refers)

Note 1: Compliance with the inspection requirement of this AD before every hoist mission may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be subsequently accomplished 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 2: Agusta S.p.A. is continuing the investigation to establish a terminating action.

Compliance: Before the next hoist operation or by 25 December 2010 whichever is the sooner, and thereafter before every hoist operation.

Effective Date: 25 November 2010

DCA/A109/7 Exhaust Duct Clamps – Inspection

- Applicability:** Model A109A, A109All and A109C helicopters, all S/N.
- Requirement:** To prevent failure of the exhaust duct clamps, inspect the grooved clamps P/N 4606AC fixing the engine exhaust duct per the instructions in Agusta “Bollettino Tecnico” 109-123 dated 16 November 2006 or later EASA approved revisions.
- If any cracks and/or corrossions is found, discard and replace the affected grooved clamp.
(EASA AD 2007-0041 refers)
- Compliance:** Within the next 50 hours TIS or by 25 January 2011 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS, or every 12 months whichever occurs sooner.
- Effective Date:** 25 November 2010

DCA/A109/8 Tail Rotor Blades – Inspection

- Applicability:** Model Agusta A109E helicopters, all S/N fitted with Tail Rotor Blades P/N 109-8132-01-111.
- Requirement:** To prevent failure of the tail rotor blades accomplish the inspections and corrective actions as required, at the thresholds and intervals specified in Agusta BT 109EP-30 revision C or later EASA approved revisions.
- Note:** Agusta Bollettino Tecnico 109EP-30 revision C and the Agusta A109E Maintenance Planning revision 1 or later approved revisions pertains to the subject of this AD.
(EASA AD 2007-0010 refers)
- Compliance:** At the thresholds and intervals specified in Agusta BT 109EP-30 unless previously accomplished.
- Effective Date:** 25 November 2010

DCA/A109/9 Cancelled – AD limited to A109E, S/N 11671 only

- Effective Date:** 25 August 2011

DCA/A109/10 Cancelled – EASA AD 2017-0085-E refers

- Effective Date:** 16 May 2017

DCA/A109/11 MLG Actuator Bracket Attachment Bolts – Inspection

- Applicability:** Model A109A, A109All and A109C aircraft, all S/N.
- Requirement:** To prevent failure of the MLG, accomplish the following:
1. Replace the RH and LH MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10 and torque per the instructions in part I of AgustaWestland BT 109-133, dated 04 November 2011 or later approved revisions.
 2. Inspect the RH and LH MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10 per the instructions in part II of BT 109-133.
- If any defects are found with any of the MLG actuator bracket attachment bolts, replace all the bolts on the affected side (RH or LH MLG, as applicable) before further flight per the instructions in part I of BT 109-133.
(EASA AD 2011-0236 correction refers)
- Compliance:**
1. Within the next 100 hours TIS or by 26 June 2012 whichever occurs sooner.
 2. Within the next 100 hours TIS after replacement of the MLG actuator bracket attachment bolts per requirement 1 of this AD, and thereafter at intervals not to exceed 100 hours TIS or 12 months whichever occurs sooner.
- Note:** The replacement of MLG actuator bracket attachment bolts per the requirement of this AD is not a terminating action for the repetitive inspections mandated by this AD.
- Effective Date:** 26 January 2012

DCA/A109/12 Tail Rotor Duplex Bearing Ring Nut – Inspection

- Applicability:** Model A109E helicopters, S/N 11002 through to 11807, except 11796
 Model A109LUH helicopters, all S/N
 Model A109S, all S/N
 Model AW109SP, S/N 22202 through to 22278, except 22239, 22264, 22266, 22272, 22273, 22275 and 22277
 Model A109C helicopters, all S/N
 Model A109K2 helicopters, all S/N
- Requirement:** To prevent loss of the tail rotor duplex bearing ring nut, accomplish the requirements in EASA AD 2012-0195-E.
- Note:** AgustaWestland BT 109-134 dated 21 September 2012, AgustaWestland BT 109SP-051 dated 21 September 2012, AgustaWestland BT 109S-48 dated 21 September 2012, AgustaWestland BT 109L-051 dated 21 September 2012, AgustaWestland BT 109EP-121 dated 21 September 2012, AgustaWestland BT 109K-54 dated 21 September 2012, AgustaWestland A109E MM “A109E-MM” second issue, Revision 2 dated 29 June 2012, AgustaWestland A109LUH MM “09-A/AM-00-X” Issue 1.0, Change 15 dated 15 December 2011, AgustaWestland A109S & AW109SP MM “0B-A-AMP-00-X” dated 08 June 2012, AgustaWestland A109C MM “A109C-MM” Basic Issue, Rev. 15 dated 14 July 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012, AgustaWestland A109K2 MM “A109K2-MM” Basic Issue, Rev. 15 dated 15 September 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
 (EASA AD 2012-0195-E refers)
- Compliance:** At the compliance times specified in EASA AD 2012-0195-E.
- Effective Date:** 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2013-0208 Cancelled – EASA AD 2013-0290 refers

Effective Date: 23 December 2013

2013-0009 Blade Retaining Bolts – Inspection

Applicability: A109C, A109K2, A109E and A119 helicopters, all S/N.

Effective Date: 25 January 2013

2013-0118 Cancelled – EASA AD 2015-0096 refers

Effective Date: 12 June 2015

2013-0225-E Tail Rotor Driveshaft – Inspection

Applicability: A109A, A109All and A109C helicopters, all S/N.

A109E helicopters, all S/N up to 11832 inclusive, except S/N 11796, from 11808 to 11810 inclusive and from S/N 11812 to 11829 inclusive.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N up to 22316 inclusive, except S/N 22284, 22286, 22307 and 22308.

A119 and AW119MKII helicopters, all S/N up to 14811 inclusive, except 14805 and 14807.

Effective Date: 21 September 2013

2013-0265-E Main Rotor Swashplate Support Nut – Inspection

Applicability: A109A, A109All and A109C helicopters, all S/N.

A109E helicopters, all S/N.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N.

A119 and AW119MKII helicopters, all S/N.

Effective Date: 1 November 2013

2013-0290 Main Rotor Lag Damper – Inspection

Applicability: A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all S/N.

Effective Date: 23 December 2013

2014-0037 Main Rotor Driveshaft Nuts – Inspection

Applicability: A109E helicopters, all S/N up to S/N 11811 inclusive, except S/N 11796.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N up to 22327 inclusive, except S/N 22284, 22286, 22307, 22321, 22323 and 22326.

Effective Date: 28 February 2014

2014-0150 Cancelled – EASA AD 2019-0294 refers

Effective Date: 18 December 2019

2014-0238-E MGB Support Assembly – Inspection

Applicability: All A109A, A109All, A109C, A109E, A109K2, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters.

Effective Date: 4 November 2014

2015-0025-E Main Rotor Blades – Inspection

Applicability: A109A helicopters, S/N 7154 through to 7255 inclusive, and

A109All helicopters, all S/N.

Effective Date: 20 February 2015

2015-0035-E Tail Rotor Pitch Control Link Assembly – Inspection

Applicability: A109A, A109All, A109C, A109E, A109K2, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all S/N.

Effective Date: 3 March 2015

2015-0054 Drive Shaft Assembly – Inspection

Applicability: A109A helicopters, all S/N if modified in service by installation of retrofit kit 109-0820-27-101 (AgustaWestland Bolletino Tecnico (BT) 109-045).

A109All, A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 10 April 2015

2015-0096 Main Gearbox Gleason Crown – Inspection

Applicability: A109E, A109K2, A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2015

2015-0097 Cancelled – EASA AD 2020-0142 refers

Effective Date: 30 July 2020

2015-0190R1 Cancelled – EASA AD 2016-0213 refers

Effective Date: 31 October 2016

2010-0190-E Passenger Sliding Door Locks – Inspection

Applicability: AW109SP helicopters, S/N 22202, and S/N 22204 through to 22211.

Effective Date: 22 October 2015

2015-0022 Airworthiness Limitations – Amendment

Applicability: AW109SP helicopters, S/N 22202, and S/N 22204 through to 22213.

Effective Date: 22 October 2015

2015-0227 Passenger Cabin Sliding Doors – AFM Amendment

Applicability: A109S helicopters, all S/N.

Effective Date: 3 December 2015

2016-0173-E Tail Rotor Blade Retention Bolts – Inspection

Applicability: A109E, A109K2, A109LUH, A109S, A119, AW109SP and AW119MKII helicopters, all S/N.

Effective Date: 26 August 2016

2016-0213 Main Rotor Blades – Inspection

Applicability: A109A and A109All helicopters, all S/N.

Effective Date: 31 October 2016

2016-0261R1 Fire Extinguisher Bottles – Inspection

Applicability: A109LUH, A109E, A109S and AW109SP helicopters, all S/N.

Note: EASA AD 2016-0261R1 revised to expand the AD applicability to include additional affected fire extinguisher kit part numbers. The AD is still considered an interim action, and further AD action may follow.

Effective Date: EASA AD 2016-0261 - 4 January 2017
EASA AD 2016-0261R1 - 27 February 2020

2017-0025 Hoist – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 21 February 2017

2017-0046-E Engine and Transmission Oil Cooling System – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 14 March 2017

2017-0085-E Elevator Assembly – Inspection

Applicability: A109S and AW109SP helicopters, all S/N.

Effective Date: 16 May 2017

2017-0176-E Main Rotor Blades – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 18 September 2017

2018-0053-E Swashplate Support - Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 22 March 2018

2018-0120-E Cancelled - EASA AD 2018-0149-E

Effective Date: 17 July 2018

2018-0149-E Electrical Cables - Inspection

Applicability: A109S helicopters, S/N 22702, 22703, 22705 and 22706.

AW109SP helicopters, all S/N up to 22386 inclusive, except S/N 22375 and 22376.

Effective Date: 17 July 2018

2018-0205 Main Rotor Floating Ring Assembly - Inspection

Applicability: A109E, A109S, A109LUH and AW109SP helicopters, all S/N.

Effective Date: 21 September 2018

2018-0280 Mixing Control Connecting Link – Inspection

Applicability: A109A, A109AI, A109C, A109E, A109K2, A109S and A109LUH helicopters, all S/N,
and

AW109SP helicopters, all S/N.

Effective Date: 24 December 2018

2019-0182 Enhanced MLG Strut Assembly – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 29 August 2019

2019-0213 Hydraulic Pumps – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 26 September 2019

2019-0294 Vertical Fin Vibration Absorber – Inspection

Applicability: A109S and AW109SP helicopters, all S/N.

Effective Date: 18 December 2019

2020-0065 Main Rotor Blades – Inspection

Applicability: A109A and A109All helicopters, all S/N.

Effective Date: 3 April 2020

2020-0142 Tail Rotor Drive Slider Assembly Pitch Control – Inspection

Applicability: A109A and A109All helicopters, all S/N.

Effective Date: 30 July 2020

2020-0230 Main Rotor Blade Tip Cap – Inspection

Applicability: A109E, A109K2 and A109C helicopters, all S/N.

Effective Date: 5 November 2020

2020-0256 Cancelled – EASA AD 2022-0153 refers

Effective Date: 11 August 2022

2021-0031 Gearbox Assembly – Inspection

Applicability: A109E helicopters, all S/N up to and including 11160.

Effective Date: 5 February 2021

2021-0065 Wiring Protection – Modification

Applicability: AW109SP helicopters, S/N 22375 and 22387 through to 22422, except S/N 22404, 22405, 22407, 22409, 22413, 22415, 22419, 22420 and 22421.

A109S helicopters, S/N 22707 through to 22717, 22721, 22723, 22729 and 22731 through to 22734.

Effective Date: 25 March 2021

2021-0067 Rotor Brake Control Cable – Inspection

Applicability: A109A, A109All, A109C, A109K2, A109E and AW109SP helicopters, all S/N fitted with a rotor brake kit as identified in Table 1 of EASA AD 2021-0067.

A109S helicopters, all S/N up to 22199 fitted with a rotor brake kit P/N 109-0810-63-111.

Effective Date: 25 March 2021

2021-0144 Tail Rotor Shaft Assembly – Inspection

Applicability: A109C, A109K2, A109E, A109S and AW109SP helicopters, all S/N.

Effective Date: 1 July 2021

2021-0179 Hoist Support Assembly – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 10 August 2021

2021-0255 (Correction) Control Rods and Levers – Inspection

Applicability: A109S helicopters fitted with TREKKER KIT, S/N 22735, 22736 and 22737, and AW109SP helicopters, S/N 22407, 22408, 22409, 22412, 22414 to 22427 included, and 22429.

Effective Date: 29 November 2021

2022-0037 (Correction) Main Rotor Rotating Scissor Assembly – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: EASA AD 2022-0037 - 21 March 2022
EASA AD 2022-0037 (Correction) - 31 March 2022

2022-0153 Cancelled – EASA AD 2024-0004 refers

Effective Date: 19 January 2024

FAA AD 2023-01-02 Dart Aerospace Floats – Inspection

Applicability: A109, A109A, A109A II, A109C, A109E, A109K2, A109S and AW109SP helicopters, modified by STC SR01812LA with A109 Float (with/without Life rafts System) DART Aerospace 634.4100 Kit Series P/N 634.4101, 634.4102, 634.4103, 634.4104, 634.4106, or 634.4107 with float assembly P/N 644.0501, 644.0502, 644.0503, 644.0504, 644.0505, or 644.0506.

Effective Date: 17 February 2023

2023-0105 Tail Rotor Duplex Bearing Housing and Slider Group Assembly – Inspection

Applicability: A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 6 June 2023

2023-0159 Main Rotor Blade Tip Caps – Inspection

Applicability: A109C, A109E, A109S and AW109SP helicopters, all S/N.

Effective Date: 24 August 2023

*** 2024-0004R1 Centre Fuselage Frame Assembly – Inspection**

Applicability: A109E helicopters, all S/N, and
A109S helicopters, all S/N up to 22199 inclusive, and
A109LUH helicopters, all S/N.

Effective Date: EASA AD 2024-0004 - 19 January 2024
EASA AD 2024-0004R1 - 3 September 2026

2024-0193 Engine Fire Extinguisher Bottle Connections – Inspection

Applicability: A109E helicopters, all S/N; and
A109LUH helicopters, all S/N; and
A109S helicopters, all S/N and not fitted with the Trekker Kit; and
A109S helicopters, all S/N up to 22748 (inclusive), except S/N 22742 and S/N 22747 and fitted with the Trekker Kit; and
AW109SP helicopters, S/N 22201 through to 22460 (inclusive), S/N 22462, 22463 and 22464.

Effective Date: 31 October 2024

2024-0228 (Correction) Hoist – Inspection

Applicability: A109E, A109K2 and A109S helicopters, all S/N.

Note: EASA AD 2024-0228 corrected to include reference to the TCDS numbers, which were erroneously omitted in the original publication.

Effective Date: EASA AD 2024-0228 - 6 December 2024
EASA AD 2024-0228 (Correction) - 19 June 2025

2025-0051R1 Hoist – Replacement

Applicability: AW109SP 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

2025-0131 Main Rotor Swashplate Nuts – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 30 June 2025

2025-0142R1 Cyclic Pitch and Roll Actuators – Inspection

Applicability: A109A, A109All, A109C and A109K2 helicopters, all S/N.

Effective Date: EASA AD 2025-0142 - 21 July 2025
EASA AD 2025-0142R1 - 25 September 2025

2025-0148 Swashplate Duplex Bearing – Inspection

Applicability: A109A, A109All, A109C, A109K2, A109E and A109LUH helicopters, all S/N.
A109S helicopters, all S/N up to 22748 (inclusive), except 22742.
AW109SP helicopters, all S/N up to 22465 (inclusive), except 22461.

Effective Date: 31 July 2025

2026-0115 Horizontal Stabilizer Torque Tube Assembly – Inspection

Applicability: A109A, A109All, A109C, A109E, A109K2 and A109LUH helicopters, all S/N; and
A109S helicopters, all S/N up to 22753 (inclusive), except S/N 22742 and S/N 22750;
and
AW109SP helicopters, all S/N up to 22471 (inclusive), except S/N 22466.

Effective Date: 29 June 2026

*** 2026-0168 Tail Gearbox and Chip Detector – Inspection**

Applicability: A109A, A109All, A109C, A109E, A109K2, A109LUH, A109S helicopters, all S/N
(including those helicopters fitted with a Trekker kit) and AW109SP helicopters, all
S/N.

Effective Date: 7 September 2026

Airworthiness Directive Schedule

Engines

Lycoming AEIO-540 and IO-540 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Lycoming **AEIO-540 and IO-540** series engines manufactured under FAA Type Certificate Number **1E4**.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines.

State of Design ADs can be obtained directly from the FAA website at:

[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)

3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk *

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DCA/LYC/109A FAA AD 64-16-05 Fuel and Oil Vent Restriction – Modification

Applicability: Model O-320, O-340, O-360 and O-540 series engines fitted with AC Fuel Pumps AC 5623-467 (Lycoming P/N 74082), AC 5656880 (Lycoming P/N 74082) and AC 6440152 (Lycoming P/N 74798), and

Model IO-320-B1A, IO-360-A1A, IO-360-B1B, HIO-360-B1A, HIO-360-B1B and IO-540-C-B5 engines fitted with AC Fuel Pumps, AC 5623466 (Lycoming P/N 73973) and AC 5656696 (Lycoming P/N 73870).

Note 1: No action required if already in compliance with DCA/LYC/109. This AD revised with Lycoming SB No. 298 no longer active. There is no change to the AD requirement.

Note 2: This AD is not applicable to remanufactured engines or new engines shipped from the manufacturer after 1 April 1964, or carburetor engines fitted with adapter P/N 75250 and AC fuel pump 6440152 (Lycoming P/N 74798), or fuel injected engines fitted with AC fuel pump P/N 5656696 (Lycoming P/N 73870) and Lycoming adapter 75250 or fuel injected engines fitted with AC fuel pump P/N 6440160 (Lycoming P/N 74999).

Requirement: To prevent failure of the fuel pump oil seal which could result in engine oil draining overboard, ensure the engine is fitted with an approved fuel pump.
(FAA AD 64-16-05 refers)

Compliance: Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/LYC/109 - 31 July 1964
DCA/LYC/109A - 27 November 2008

DCA/LYC/115A FAA AD 63-14-03 Oil Pump Drive Shaft - Inspection

Applicability: Model O-540 series engines, S/N 101-40 through to 6129-40, and
Model IO-540 series engines, S/N 101-48 through to 551-48,
Not fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641.

Note 1: No action required if already in compliance with DCA/LYC/115. This AD revised with Lycoming SB No. 295 no longer active. There is no change to the AD requirement.

Note 2: This AD is not applicable to model O-540 engines, S/N 6130-40 onward, or model IO-540 series engines, S/N 552-48 onward, or remanufactured engines shipped from the manufacturer after 1 April 1963.

Requirement: To prevent failure of the oil pump drive shaft slot which could result in loss of pump drive and engine oil pressure, ensure that the engine is fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641, or an alternate approved oil pump drive shaft.
(FAA AD 63-14-03 refers)

Compliance: Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/LYC/115 - 31 July 1964
DCA/LYC/115A - 27 November 2008

DCA/LYC/118B Magneto Drive Gears and Cushion Retainers - Inspection

Applicability: All O-540-A, -B and -C and IO-540-C1B5 engines

Requirement: Accomplish Lycoming SB 311

Compliance: Next overhaul

Effective Date: 30 September 1968

DCA/LYC/120A FAA AD 66-20-04 AC Oil Filter Adaptor Gasket – Replacement

- Applicability:** Model O-320, IO-320, O-340, O-360, IO-360, O-540, and IO-540 series engines fitted with AC oil filters,
- Except model O-320-A, O-320-E series engines, S/N 16128-27 onward, model O-320-B, O-320-C and O-320-D series engines, S/N 6217-39 onward, model IO-320 series engines, S/N 2110-55A and 2113-55A onward, model O-360 series engines, S/N 9346-36A onward, model O-540 series engine, S/N 9770-40, 9800-40 and 9803-40 onward, and model IO-540 series engines, S/N 2831-48, 2835-48 and 2840-48 onwards.
- Note:** No action required if already in compliance with DCA/LYC/120. This AD revised with Lycoming SB No. 307 no longer active. There is no change to the AD requirement.
- Requirement:** To prevent failure of the oil filter adapter gasket P/N 74904 which could result in loss of engine oil, replace gasket with P/N 76691 or an alternate approved part and inspect the stud, cap screws and tapped holes in the accessory housing mounting pad for proper length or depth, as applicable.
- Replace studs and cap screws of improper length and retap holes of insufficient depth as required.
(FAA AD 66-20-04 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective Date:** DCA/LYC/120 - 30 September 1968
DCA/LYC/120A - 27 November 2008

DCA/LYC/136 Crankcase Bearing Dowel Replacement - Modification

- Applicability:** As detailed
- Requirement:** Accomplish Lycoming SI 1225D
- Compliance:** At next overhaul
- Effective Date:** 30 June 1972

DCA/LYC/150 FAA AD 73-23-01 Piston Pins - Inspection

- Applicability:** As detailed
- Requirement:** Accomplish Lycoming SB 367F.
(FAA AD 73-23-01)
- Compliance:** Within the next 50 hours TIS
- Effective Date:** 30 September 1973

DCA/LYC/154 FAA AD 75-09-15 Bendix Fuel Injector Flow Divider Cover Gasket - Modification

- Applicability:** All Lycoming model IO-320, AIO-320, IO-360, LIO-360, HIO-360-C, IVO-360, TIO-360, AIO-360, IGO-380, IO-540, TIO-540, IVO-540, IGO-540, and IO-720 series engines equipped with Bendix fuel injector flow divider part numbers listed in Lycoming SB 382.
- Requirement:** Accomplish Lycoming SB 382.
(FAA AD 75-09-15 and Bendix Bulletin RS43 also refer)
- Compliance:** Within the next 50 hours TIS or by 4 August 1975 whichever occurs the sooner
- Effective Date:** 6 May 1975

DCA/LYC/162 FAA AD 78-23-08 Injector Fuel Line - Modification

- Applicability:** All model IO-540-G1B5, -K1F5, -P1A5 and -S1A5 series with S/N up to and including L-17835-48 or -48A. Also, applicable engines overhauled (known as remanufactured) by Lycoming prior to 30 March 1978
- Requirement:** Replace solid tube and elbow with flexible hose per Avco Lycoming SB 421.
(FAA AD 78-23-08 refers)
- Compliance:** Within next 50 hours TIS
- Effective Date:** 8 December 1978

DCA/LYC/163 FAA AD 78-23-10 Bendix Fuel Injector Bellows Assembly - Modification

- Applicability:** All IO-360, AEIO-360, HIO-360, IO-540, AEIO-540, TIO-540, LTIO-540, TIO-541, TIGO-541 and IO-720 series engines detailed in Avco Lycoming SB's 428, 429 and 430
- Requirement:** Modify bellows assembly in affected engines per Bendix SB's RS-52, RS-53 or RS-54 as applicable.
(FAA AD 78-23-10 refers)
- Compliance:** Within next 50 hours TIS
- Effective Date:** 9 February 1979

DCA/LYC/164 FAA AD 79-04-05 Bendix Fuel Injector Assembly - Inspection

- Applicability:** All AEIO-320, IVO-360, HIO-360, IO-540, AEIO-540, TIO-540, LTIO-540, TIGO-541 and IO-720 series engines detailed in Avco Lycoming SB 433A
- Requirement:** Inspect fuel diaphragm, and renew as necessary, per Bendix SB RS-57.
(FAA AD 79-04-05 refers)
- Compliance:** Within next 50 hours TIS
- Effective Date:** 9 February 1979

DCA/LYC/166 FAA AD 79-21-08 & 79-26-03 Bendix Fuel Injection Regulator - Inspection

- Applicability:** Bendix fuel injection systems models RSA-5AB1, RSA-5AD1, RSA-7AA1, RSA-7DA1, RSA-1OAD1, RSA-1ODB1, RSA-1ODB2, RSA-1OED1, and RSA-1OED2 with parts list numbers detailed in Bendix SB's RS-68, RS-69 and RS-70 installed on, but not limited to, IO-320, AIO-320, AEIO-320, IO-360, HIO-360, AIO-360, AEIO-360, TIO-360, IGO-480, IO-540, HIO-540, AEIO-540, IGO-540, IVO-540, TIO-540, TIO-541, TIGO-541 and IO-720 series engines
- Requirement:** Inspect and modify affected regulators per Bendix fuel systems SB's RS-68, RS-69 or RS-70 as applicable.
(FAA ADs 79-21-08 and 79-26-03 refer)
- Compliance:** Within next 25 hours TIS or by 18 October 1979 whichever is the sooner
- Effective Date:** 18 September 1979

DCA/LYC/168 Bendix Fuel Injector Assembly - Inspection

- Applicability:** All IO-540, TIO-540, LTIO-540, TIO-541, TIGO-541 and IO-720 series engines detailed in Avco Lycoming SB 445.
- Requirement:** Inspect fuel diaphragm, and renew as necessary, per Bendix SB RS-63
- Compliance:** Within next 50 hours TIS unless already accomplished
- Effective Date:** 25 January 1980

DCA/LYC/174F FAA AD 96-09-10 Oil Pump Impellers – Replacement

- Applicability** Engines fitted with sintered iron or aluminium oil pump impellers.
- Textron Lycoming SB 524 lists specific models and S/N that may be affected. All new, overhauled and remanufactured engines shipped from Textron Lycoming after 31 March 1985 are in compliance with this AD.
- Any engines that have complied with DCA/LYC/174B, C, D or E will have the latest (steel) oil pump impellers fitted and are in compliance with this airworthiness directive. Any engines that have complied with Textron Lycoming SB No. 456B, C, D, E or SB 524 will have the latest (steel) oil pump impellers fitted, and are in compliance with this AD.
- For engines overhauled by other facilities, the type of oil pump impeller fitted must be determined. Examination of overhaul records or physical inspection to determine type of oil pump impeller fitted is required.
- Note 1:** No action required if already in compliance with DCA/LYC/174E. This AD revised with Lycoming SI No. 1009AJ now at revision AT and to include note 2 with no change to the AD requirement.
- Requirement:** To prevent failure of engine oil pumps, replace sintered iron or aluminium oil pump impellers per Textron Lycoming SB 524.
- Note 2:** Lycoming SI No. 1009AT and SB No. 524 or later FAA approved revisions pertains to the subject of this AD.
- (FAA AD 96-09-10 refers)
- Compliance:** Sintered iron oil pump impellers:
- Within the next 25 hours TIS unless previously accomplished.
- Aluminium oil pump impellers (whichever occurs sooner):
- a) At the next oil pump removal, or
 - b) Next engine overhaul (Not to exceed the hours specified for the particular engine model in SI 1009AS). Except for engines that have already exceeded the hours specified, or are within 200 hours TIS of reaching it, within the next 200 hours TIS, or
 - c) By 18 January 2010.
- Effective Date:** DCA/LYC/174D - 2 August 1996
DCA/LYC/174E - 30 August 1996
DCA/LYC/174F - 18 December 2008

DCA/LYC/175A FAA AD 83-22-04 Bendix Fuel Injection Diaphragm - Inspection

- Applicability:** All IO-540-G1B5, -G1C5, -G1D5, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1J5, -K1J5D, -M1B5D, -S1A5, -AA1A5;
 AEIO-540-L1B5D; TIO-540-F2BD, -J2B, -J2BD, -N2BD, -S1AD, -US1, -V2AD;
 LTIO-540-F2BD, -J2B, -J2BD, -N2BD, -U2A, -V2AD, -R2AD.
 TIO-541-E1A4, -E1B4, -E1C4; TIGO-541-E1A.
 IO-720-B1B, -B1BD
- Requirement:** Inspect and modify as necessary per Avco Lycoming SB 467 and associated Bendix SB RS 88, including supplements.
 (FAA AD 83-22-04 refers)
- Compliance:** Within next 100 hours TIS or prior to engine installation
- Effective Date:** DCA/LYC/175 - 21 October 1983
 DCA/LYC/175A - 6 April 1984

DCA/LYC/181 FAA AD 87-10-06R1 Rocker Arm Assembly - Inspection

- Applicability:** O-320-A, -B, -D, -E, series IO-320 series, O-360 series, IO-360-B series, AEIO-360-B series, O-540 series, IO-540-C4B5, -C4D5D, -D4A5, -V4A5D, -W1A5D, -W3A5D, AEIO-540-D series, TIO-540-AA1AD, -AB1AD.
 With S/N's detailed in Avco Lycoming SB 477A including supplement 1.
 Also any engines detailed in SB 477A that were remanufactured or overhauled between 1 July 1985 and 8 October 1986 inclusive and had P/N LW-18790 rocker arm assembly installed
- Requirement:** To preclude possible rocker arm failure and loss of engine power inspect and rework or replace rocker arm assembly P/N LW-18790 per Avco Lycoming SB 477A.
 (FAA AD 87-10-06R1 refers)
- Compliance:** Within next 100 hours TIS for all applicable engines, unless already accomplished, and prior to installation for all P/N LW-18790 rocker arm assemblies not installed in engines
- Effective Date:** 30 March 1990

DCA/LYC/187 FAA AD 92-12-05 Piston Pin - Removal

- Applicability:** Models listed in Textron Lycoming SB 501B
- Requirement:** To prevent piston pin failure, accomplish the following:
1. For engines with S/N's listed in Textron Lycoming SB 501B, remove all piston pins P/N LW-14077 and replace with serviceable parts.
 2. For engines not listed by S/N in SB 501B, determine if piston pin P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 has been fitted. Remove these pins from service and replace with serviceable parts.
 3. Piston pins P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 that are not installed in engines are considered unairworthy and shall not be placed in service.
 (FAA AD 92-12-05 refers)
- Compliance:** 1. At 100 hours TTIS or within next 50 hours TIS, whichever is the later.
 2. At 100 hours TTIS or within next 50 hours TIS whichever is the later.
 3. Before installation.
- Effective Date:** 2 October 1992

DCA/LYC/189 FAA AD 95-07-01 Connecting Rod Bolts - Removal

Applicability: All O-360, LO-360, HO-360, HIO-360, TIO-360, LIO-360, AEIO-360, O-540, IO-540, TIO-540, LTIO-540, IVO-540 AEIO-540, TIO-541 and IO-720 series engines that had connecting rod bolts replaced on or after 15 February 1994. This AD is not applicable to engines that contain replacement connecting rod bolts that were purchased directly from Textron Lycoming or Aircraft Technologies Inc. This AD does not apply to engines that were manufactured or remanufactured at Textron Lycoming.

Requirement: To prevent engine failure due to connecting rod bolt failure, which could result in damage to or loss of the aircraft accomplish the following:-

1. For engines that contain replacement connecting rod bolts installed on or after 15 February 1994 that were not purchased directly from Textron Lycoming or Aircraft Technologies Inc., visually inspect to determine if the connecting rod bolts are clearly identified by;
 - (a) raised letters; SPS, S, C, or FC, identifying them as Textron Lycoming parts, or
 - (b) SL75060 etched on the head, identifying them as PMA parts manufactured by Superior Air Parts Inc., or
 - (c) AL75060 forged into the bolt head, identifying them as PMA parts manufactured by Aircraft Technologies Inc.
 If the connecting rod bolts can be positively identified, as described in this paragraph, then no further action is required.
2. If the connecting rod bolts cannot be positively identified per paragraph 1 of this AD, prior to further flight remove unapproved connecting rod bolts and replace with serviceable parts.

(FAA AD 95-07-01 refers)

Compliance: Before further flight

Effective Date: 24 March 1995

DCA/LYC/190A FAA AD 97-01-03 Piston Pin - Removal

Applicability: Piston Pins P/N LW-14077 that were originally shipped from Textron Lycoming during the time period 15 December 1995 through 17 September 1996.

These piston pins may have been obtained individually, or be installed in:-
Models and S/Ns of engines listed in Textron Lycoming Service Bulletin 527C.
Overhauled engines and cylinder kits (including Superior Air Parts supplied kits that use P/N LW-14077 piston pins).

Note 1: Piston pins P/N LW-14077, are not fitted to O-235 series engines.

Requirement: To prevent piston pin failure and engine stoppage, accomplish SB 527C. Piston Pins marked with code 17328 (per SB527B Figure 1) must be removed before further flight.

(FAA AD 97-01-03 refers)

Compliance: Before 50 hours TTIS (piston pins). For piston pins that have already exceeded 50 hours TTIS, before further flight.

Note 2: The aircraft may be operated to a location where the requirements of this AD can be accomplished.

Effective Date: DCA/LYC/190 16 October 1996
DCA/LYC/190A 6 June 1997

DCA/LYC/191 FAA AD 96-23-03 High Pressure Fuel Pump - Inspection

Applicability: Model IO-320, LIO-320, AEIO-320, IO-360, LIO-360, AEIO-360, HIO-360, TO-360, IO-540, O-540-L, LIO-540 and AEIO-540 series engines with high pressure fuel pumps P/N LW-15473 that have manufacturing date codes 154739506, 154739507 or 154739510.

Requirement: To prevent an in-flight engine stoppage due to fuel starvation, accomplish the following:-

Determine if the engine is fitted with a high pressure fuel pump P/N LW-15473 with manufacturing date codes 154739506, 154739507 or 154739510 per Textron Lycoming SB 525A. If any of these high pressure fuel pumps is found fitted, inspect and if necessary repair or replace with a serviceable high pressure pump per SB 525A before further flight.

(FAA AD 96-23-03 refers)

Compliance: Within next 5 hours TIS.

Effective Date: 4 November 1996

DCA/LYC/192 FAA AD 97-01-04 Superior Air Parts Inc Cylinder Assemblies - Inspection

Applicability: Models TIO-540-A2C, -F2BD, -J2B, -J2BD, -N2BD, -R2AD, -S1AD and LTIO-540-J2B, -F2BD, -J2BD, -N2BD, -R2AD and IO-540-M1B5D fitted with Superior Air Parts Inc replacement cylinder assemblies P/Ns SL54000-A1, -A2, -A2P, -A20P and -A21P with S/Ns 001 through 650.

Requirement: To prevent cylinder head separation, possible engine failure and fire, accomplish the following:-

1. Perform a dye penetrant inspection for cracks per Superior Air Parts Inc Mandatory SB 96-002, revision A. Prior to further flight remove from service cylinder assemblies found cracked and replace with serviceable parts.
2. Remove affected cylinder assemblies from service.

(FAA AD 97-01-04 refers)

Note: For the purpose of this airworthiness directive, a serviceable part is defined as a cylinder assembly other than a Superior Air Parts replacement cylinder assembly P/N SL54000-A1, -A2, -A2P, -A20P and -A21P with S/N 001 through 650.

Compliance:

1. Inspect at 250 hours TTIS since installation of the affected cylinder assemblies, or within next 5 hours TIS whichever is the later. Thereafter at intervals not to exceed 25 hours TIS, until replacement per part 2.
2. Remove at 300 hours TTIS since installation of the affected cylinder assemblies, or within next 5 hours TIS whichever is the later.

Effective Date: 4 January 1997

DCA/LYC/194 FAA AD 98-17-11 Repaired Crankshafts - Inspection

Applicability: Models O-235, O-235-C1, O-235-C2C, O-235-L2C, O-235-N2C, O-290, O-290-D2, O-320, O-320-A, O-320-A1A, O-320-A2B, O-320-B2B, O-320-B2C, O-320-D2J, O-320-D3G, O-320-E2A, O-320-E2D, O-320-E2G, O-320-E3D, O-320-H2AD, O-360, O-360-A1A, O-360-A1D, O-360-A3A, O-360-A4A, O-360-A4K, O-360-B1B, IO-360-F1A6, AEIO-320-E1B, HIO-360-C1A, IO-320, IO-320-B1A, IO-360, IO-360-A1A, IO-360-A1B6, IO-360-B1E, IO-360-C, IO-360-C1C, IO-360-C1C6, IO-360-C1D6, IO-360-D, O-540-A1B5, O-540-A1D5, O-540-R2AD, IO-540, IO-540-C4B5, IO-540-S1A5, LIO-540-A2, LIO-320-C1A, LIO-360-C1E6, and IO-720 reciprocating engines; engines, with installed crankshafts repaired by Nelson Balancing Service, Bedford, Massachusetts, USA, Repair Station Certificate No. NB7R820J, between February 1, 1995, and December 31, 1997, inclusive, as listed (by work order (W/O)) in Table 1 of this AD.

Table 1

MODEL	W/O	DATE	ENGINE S/N
AEIO-320-E1B	1134	2/17/96	L-5653-55A
HIO-360-C1A	1155	2/7/96	L-12126-51A
IO-320	1141	1/17/96	
IO-320-B1A	1525	11/14/97	
IO-360	1314	12/17/96	
IO-360	IN6137	8/7/97	
IO-360-A1A	1230	6/10/96	L-474-51
IO-360-A1A	1289	10/23/96	L-4085-5174
IO-360-A1A	1415b	5/23/97	RL-3920-51A
IO-360-A1B6	1463	7/31/97	
IO-360-B1E	1312	12/12/96	L-4453-51A
IO-360-C	1146	1/23/96	R-51448-9-C
IO-360-C1C	1336	2/10/97	
IO-360-C1C	1518	12/9/97	
IO-360-C1C6	1530	11/25/97	
IO-360-C1C6	1537	12/9/97	L-19294-51A
IO-360-C1D6	1286	4/28/97	
IO-360-D	1540	12/2/97	
IO-360-F1A6	1176	3/7/96	L-27423-36A
IO-540	1014	2/8/95	
IO-540	1056	6/13/95	
IO-540	1302	12/5/96	
IO-540-C4B5	1313	12/17/96	L-19547-48
IO-540-S1A5	1513	10/27/97	L-19597-48A
IVO-435-G1A	1271	10/1/96	
LIO-320-C1A	1158	2/8/96	
LIO-360-C1E6	1280	10/7/96	
LIO-360-C1E6	1281	10/9/96	
O-235	1013	2/21/95	
O-235	1051	6/2/95	
O-235	1054	6/9/95	
O-235	1057	6/14/95	L-9041-15
O-235	1058	6/29/95	
O-235	1060	6/30/95	
O-235	1069	8/10/95	
O-235	1110	2/20/96	
O-235	1145	1/23/96	
O-235	1151	1/25/96	
O-235	1160	2/9/96	RL-24636-15
O-235	1305	12/5/96	L-22542-15
O-235	1329	2/11/97	
O-235	1332	2/11/97	

O-235	1481	9/2/97	
O-235-C1	1089	10/8/95	L-6475-15
O-235-C1	1188	4/2/96	L-7143-15
O-235-C1	1335	3/12/97	L-5569-15
O-235-C1	1367	3/24/97	
O-235-C2C	1019	2/24/95	L-12284-15
O-235-C2C	1040	5/8/95	
O-235-C2C	1105	12/1/95	L-12273-15
O-235-L2C	1030	4/6/95	L-14545-15
O-235-L2C	1036	4/24/95	
O-235-L2C	1037	4/24/95	L-23012-15
O-235-L2C	1050	6/2/95	L-15542-15
O-235-L2C	1062	7/5/95	L-18306-15
O-235-L2C	1067	8/8/95	
O-235-L2C	1070	8/10/95	L-16005-15
O-235-L2C	1095	11/14/95	RL-023227-15
O-235-L2C	1101	11/4/95	L-15300-15
O-235-L2C	1102	11/15/95	L-20183-15
O-235-L2C	1162	2/14/96	L-16114-15
O-235-L2C	1251	8/22/96	
O-235-L2C	1219	5/16/96	L-21215-15
O-235-L2C	1365	3/24/97	
O-235-L2C	1285	10/19/96	
O-235-L2C	1414	8/5/97	
O-235-L2C	1400	4/28/97	
O-235-L2C	1433	6/26/97	L-17074-15
O-235-L2C	1417	12/5/97	
O-235-L2C	1504	10/31/97	
O-235-L2C	1435	6/9/97	
O-235-L2C	1524	11/12/97	
O-235-L2C	1508	11/18/97	
O-235-L2C	2010	11/19/97	
O-235-L2C	1536	11/24/97	
O-290	1257	9/4/96	
O-235-N2C	1511	10/29/97	L-23857-15
O-290-D2	1082	9/26/95	L-6019-21
O-290	1326	3/26/97	
O-320	1024	3/17/95	
O-320	1018	2/22/95	
O-320	1038	5/3/95	L-39272-27A
O-320	1045	5/24/95	
O-320	1084	9/28/95	
O-320	1116	1/8/96	
O-320	1125	1/8/96	
O-320	1169	2/28/96	
O-320	1175	3/7/96	
O-320	1184	3/28/96	
O-320	1189	8/27/96	
O-320	1202	4/30/96	
O-320	1212	5/10/96	
O-320	1283	10/17/96	
O-320	1316	12/21/96	
O-320	1340	2/25/97	L-24367
O-320	1347	2/18/97	
O-320	1360	3/10/97	
O-320	1361	3/10/97	
O-320	1436	5/29/97	
O-320	1468	8/14/97	
O-320	1474	8/22/97	L-13130-39A
O-320	1477	9/13/97	
O-320	1519	11/21/97	

O-320	1507	11/18/97	
O-320	1171	3/1/96	
O-320	1546	12/7/97	
O-320-A	1194	4/13/96	
O-320-A	1192	4/13/96	
O-320-A1A	1244	8/13/96	L-5270-27
O-320-A	1196	4/13/96	
O-320-A2B	1461	9/9/97	L-12626-27
O-320-A2B	1081	9/22/95	
O-320-B2C	1315	12/17/96	
O-320-B2B	1452	7/10/97	L-2977-39
O-320-D2J	1173	3/7/96	L-123412-39A
O-320-D2J	1172	3/4/96	L-13039-39A
O-320-D2J	1534	11/25/97	
O-320-D2J	1253	9/4/96	
O-320-D3G	1077	9/17/95	
O-320-D2J	1539	12/3/97	
O-320-D3G	1354	2/25/97	
O-320-D3G	1114	1/8/96	L-10983-39A
O-320-D3G	1544	12/3/97	
O-320-D3G	1370	3/26/97	H45247
O-320-E2A	1191	4/13/96	L-19377-27A
O-320-E2A	1103	11/10/95	L-26363-27A
O-320-E2A	1439	6/9/97	L-38003-55A
O-320-E2A	1317	12/21/96	L-15219-27A
O-320-E2D	1078	9/17/95	
O-320-E2D	1068	8/10/95	L-35528-27A
O-320-E2D	1181	3/14/96	
O-320-E2D	1177	3/9/96	L-44732-27A
O-320-E2D	1245	8/13/96	L-40483-27A
O-320-E2D	1241	8/9/96	L-42691-27A
O-320-E2D	1343	2/17/97	
O-320-E2D	1260	9/9/96	L-15300-15
O-320-E2D	1385	4/16/97	
O-320-E2D	1346	3/2/97	L-44320-27A
O-320-E2D	1533	11/25/97	
O-320-E2D	1458	7/18/97	
O-320-E2G	1338	3/10/97	L-38264-27A
O-320-E2D	1549	12/12/97	
O-320-E3D	1074	8/24/95	L-29495-27A
O-320-E3D	1034	4/18/95	L-29668-27A
O-320-E3D	1444	6/13/97	
O-320-E3D	1431	6/9/97	L-33770-27A
O-320-H2AD	1322	1/22/97	L-1530-78T
O-320-E3D	1500	10/7/97	L-33841-27A
O-360	1157	2/7/96	
O-360	1025	3/17/95	
O-360	1362	3/10/97	
O-360	1199	4/18/96	
O-360	1394	5/6/97	
O-360	1386	4/17/97	
O-360-A1A	1170	2/28/96	L-20677-36A
O-360	1528	11/19/97	
O-360-A1A	1239	8/5/96	
O-360-A1A	1214	5/14/96	L-20190-36A
O-360-A3A	1531	11/25/97	
O-360-A1D	1411	5/5/97	
O-360-A4A	1464	7/30/97	L-24796-36A
O-360-A4A	1270	9/27/96	L-14008-36A
O-360-A4A	1529	11/25/97	
O-360-A4A	1486	9/6/97	

O-360-B1B	1262	9/9/96	L-5261-51A
O-360-A4K	1166	2/22/96	L-26455-36A
O-540-A1B5	1132	1/9/96	L-1165-40
O-540-A1B5	1129	12/29/95	
IO-720	1510	10/26/97	
O-540-A1D5	1462	7/28/97	L-5661-40
TIO-540-A2	1111	1/10/96	
TIO-540-A2	1064	7/13/95	
TIO-540-R2AD	1106	11/27/95	L-5949-61A

Note: Blank spaces indicate unknown data. Where the engine S/N is blank in this table, it is either unknown or the crankshaft may not be installed in an engine.

Requirement: To prevent crankshaft failure due to cracking, which could result in an inflight engine failure and possible forced landing, accomplish the following:

a) Determine if this AD applies, as follows:

1. Determine if any repair was conducted on the engine that required crankshaft removal during the February 1, 1995, to December 31, 1997, time frame; if the engine was not disassembled for crankshaft removal and repair in this time frame, no further action is required.
2. If the engine and crankshaft was repaired during this time frame, determine from the maintenance records (engine log book), and Table 1 of this AD if the crankshaft was repaired by Nelson Balancing Service, Repair Station Certificate No. NB7R820J, Bedford, Massachusetts, USA. The maintenance records should contain the Return to Service (Yellow) tag for the crankshaft that will identify the company performing the repair. Also the work order number contained in Table 1 of this AD was etched on the crankshaft propeller flange, adjacent to the closest connecting rod journal. Because some etched numbers will be difficult to see, if necessary, use a 10X magnifying glass with an appropriate light source to view the work order number. In addition, the propeller spinner, if installed, will have to be removed in order to see this number.
3. If it cannot be determined who repaired the crankshaft, compliance with this AD is required.
4. If the engine and crankshaft were not repaired during the time frame specified in a) 1, or if it is determined that the crankshaft was not repaired by Nelson Balancing Service, no further action is required.

b) Accomplish the following:

1. Perform a visual inspection as defined in paragraph b) 2 of this AD, magnetic particle inspection, and a dimensional check of the crankshaft journals, or remove from service affected crankshafts and replace with serviceable parts.
2. For the purpose of this AD, a visual inspection of the crankshaft is defined as the inspection of all surfaces of the crankshaft for cracks which include heat check cracking of the nitrided bearing surfaces, cracking in the main or aft fillet of the main bearing journal and crankpin journal, including checking the bearing surfaces for scoring, galling, corrosion, or pitting.

Note: Further guidance on all inspection and acceptance criteria is contained in applicable Overhaul or Maintenance Manuals.

3. Replace any crankshaft that fails the visual inspection, magnetic particle inspection, or the dimensional check with a serviceable crankshaft, unless the crankshaft can be reworked to bring it in compliance with:

- i) All the overhaul requirements of the appropriate Overhaul/Maintenance Manuals; or
- ii) All of the approved requirements for any repair station which currently has approval for limits other than those in the appropriate Overhaul/Maintenance Manuals.

4. For the purpose of this AD, a serviceable crankshaft is one which meets the requirements of paragraph b) 3 i) or b) 3 ii) of this AD.
(FAA AD 98-17-11 refers)

Compliance: By 31 October 1998

Effective Date: 25 September 1998

DCA/ LYC/195B FAA AD 2003-14-03 Rotary Fuel Pump Relief Valve – Inspection

Applicability: Model IO-320, LIO-320, IO-360, HIO-360, TIO-360, LTIO-360, GO-435, GO-480, IGO-480-A1B6, IO-540, IGO-540, AEIO-540, HIO-540, TIO-540, LTIO-540, TIGO-541, IO-720 and TIO-720 fuel injected reciprocating engines fitted with Crane/Lear Romec "AN" rotary fuel pump model series RG9080, RG9570 or RG17980.

These engines are installed on but not limited to fuel injected, reciprocating engine powered aircraft manufactured by Cessna, Piper, Mooney, Beech, Bellanca, Champion, Partenavia, Rockwell, Schweizer, Enstrom, Aerospatiale (SOCATA), Maule, Aero Commander, Hiller, and Pacific Aerospace.

Note 1: No action required if already in compliance with DCA/LYC/195A. This AD revised with Lycoming SB No. 529 now at revision B and to include note 2 with no change to the AD requirement.

Requirement: To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire and damage to or loss of the aircraft, accomplish the following:

Perform initial and repetitive torque check inspections of pump relief valve attaching screws per the instructions in Textron Lycoming SB 529B as follows:

1. Perform the initial torque check inspection. If the torque does not meet the specifications in SB 529B, tighten screws to the required torque per SB 529B.
2. Perform a follow-up torque check inspection. If the torque does not meet the specification in SB 529B, during follow-up inspections, tighten screws to the required torque in accordance with SB 529B.
3. Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with a modified pump (with the "/M" after the part number) is a terminating action for the inspection requirements of parts 1 and 2 of this AD.

Note 2: Lycoming SB No. 529B or later FAA approved revisions pertains to the subject of this AD.

(FAA AD 2003-14-03 refers)

Compliance:

1. Within the next 10 hours TIS or 30 days, whichever occurs sooner unless previously accomplished.
2. Repetitive Torque Check Inspections after accumulating 50 hours TIS, or 6 months since the initial torque check inspection, whichever occurs first. Continue the repetitive torque check inspections per requirement 2 of this AD until:
 - (i) The accumulation of 100 hours TIS since the initial inspection with the torque remaining within the SB specification for 50 hours TIS, or
 - (ii) The torque meets the SB specification during the initial inspection and a subsequent inspection taking place at least 50 hours TIS later.

Effective Date: DCA/LYC/195 - 25 September 1998
DCA/LYC/195A - 28 August 2003
DCA/LYC/195B - 18 December 2008

DCA/LYC/196A Piston Pin Plug Wear – Inspection

Applicability: All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

Note: This AD revised to clarify the applicability and the compliance. This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

Requirement: To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions. If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight. (Lycoming Service Instructions 1267C and 1492C refer)

Compliance: For all remanufactured and overhauled engines fitted with affected piston pin end plugs:

Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

For all other engines in service fitted with affected piston pin end plugs:

At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/LYC/196 - 28 January 1999
DCA/LYC/196A - 25 June 2009

DCA/LYC/198 FAA AD 99-04-04 Slick Magneto Impulse Coupling – Inspection and Replacement

Applicability: Models O-540-B2B5, B2C5, E4B5, E4C5, G1A5, G2A5, IO-540-K1A5, K1B5, and K1G5 equipped with Slick Aircraft Products magneto model numbers 6251, 6252, 6255, 6351 and 6355.

These engines may be installed on, but not limited to, the following aircraft: Britten Norman BN-2A series, Piper PA-25-235, PA-25-260, PA-32-260 and PA-32-300.

Requirement: To prevent failure of the magneto impulse coupling, resulting in stoppage of the engine, accomplish the following:-

1. Inspect the components of the magneto impulse coupling for the conditions listed in steps 1 through 7 of the Textron Lycoming SB 537. Replace any impulse couplings found defective.

Note: SB 537 contains Slick SB SB1-98 in its entirety. The steps referenced in SB 537 are the same steps that are contained in the Slick SB SB1-98.

2. Remove the magneto impulse coupling and replace with a serviceable part. (FAA AD 99-04-04 refers)

Compliance: 1. Within 10 hours TIS for engines on which the service history of the magneto is not known, or on which the magneto has greater than 250 hours TIS since new, factory rebuild, or overhaul.

For engines on which the magneto has less than or equal to 250 hours TIS since new, factory rebuild or overhaul, before accumulating 250 hours TIS since new, factory rebuild or overhaul, or within 10 hours TIS from the effective date of this AD, whichever is the later, Thereafter, at intervals not to exceed 250 hours TIS since the last inspection.

2. Before 2,000 hours TTIS.

Effective Date: 25 February 1999

DCA/LYC/200 Engine Nose Bearing – Inspection

Applicability: Model O-540, IO-540, TIO-540, LTIO-540, AEIO-540 and IO-720 series engines fitted with P/N LW-13885 series nose bearings with a (6-00) date stamp. Also listed engine models that were assembled new, have been rebuilt or overhauled after July 2000, and the nose bearing P/N or date stamp are unknown.

This AD is only applicable to those engines that have not yet exceeded 500 hours TIS since new/overhaul or since nose bearing replacement.

For any engine that was assembled new, last rebuilt, or overhauled before August 2000 and the nose bearing has not been replaced since, a suspect nose bearing will not be fitted to the engine.

Requirement: To detect failure of the engine nose bearing and prevent possible in-flight engine failure, accomplish the following:-

Check oil filter/screen content for premature or excessive engine component wear per Textron Lycoming Mandatory SB 480E, Part II. If abnormal metal content is found, determine the source and rectify as required. If the cause is found to be the failure of the nose bearing, notify the CAA.

From 5 July 2001 do not fit to any engine, P/N LW-13885 series nose bearings with a (6-00) date stamp.

Note: Lycoming SB No. 480E or later FAA approved revisions pertains to the subject of this AD.
(NZ Occurrence refers)

Compliance: Engines with less than 200 hours TIS since new/overhaul or since nose bearing replacement:-
Within next 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS.
Engines with more than 200 hours, but less than 500 hours TIS since new/overhaul or since nose bearing replacement:-
At each scheduled engine oil change.

Effective Date: 5 July 2001

DCA/LYC/202C FAA AD 2004-05-24 Zinc-Plated Crankshaft Gear Retaining Bolts - Removal

Applicability: All AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 series reciprocating engines with crankshaft gear retaining bolts, P/N STD-2209 installed, **except:**
O-540-F series engines to which DCA/LYC/197 applies and on which the bolt has not been subsequently replaced, and
Engines on which the bolt was installed during original assembly or was replaced by Lycoming per SB 554 after November 10, 1998, and
Engines with a bolt P/N STD-2209 supplied as part of a bolt replacement kit 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336, and
Engines with single-drive dual magnetos.

Note: This revised AD expands the population of affected engines, and the introduction of five kits for replacing the crankshaft gear retaining bolts.

Requirement: To prevent the loss of all engine power and possible forced landing, accomplish the following:

1. Engines that have complied with DCA/LYC/202B or earlier versions.

No further action is required for AEIO-540, LTIO-540, IO-540, O-540, and TIO-540 series engines that have a bolt, P/N STD-2209 that was included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or a bolt P/N STD-2209 that was installed by Lycoming per SB 554 after November 10, 1998, or an approved bolt with a P/N other than STD-2209.

If the installed crankshaft gear retaining bolt is not as described above, replace before further flight.

2. Bolts that have been replaced during field maintenance.

If the bolt on an AEIO, LTIO, IO, O, or TIO-540 series engine was replaced during field maintenance between November 27, 1996, and the effective date of this AD with a bolt that was **not** included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336 or an approved bolt with a P/N other than STD-2209, then replace the crankshaft gear retaining bolt with a new bolt supplied as part of gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336, or an approved bolt with a P/N other than P/N STD-2209, before further flight.

3. Engines listed by S/N in Lycoming MSB 554, Supplement 5, dated August 15, 2003 that have not previously complied with DCA/LYC/202B.

If an engine model and S/N is listed in Lycoming MSB 554, Supplement 5, dated August 15, 2003, replace the crankshaft gear retaining bolt with:

A new bolt included in gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or

Bolt STD-2247, or

An approved bolt with a P/N other than STD-2209.

Note: Information on replacing the bolt is contained in Lycoming SB No. 554, dated September 30, 2002.

(FAA AD 2004-05-24 refers)

Compliance:

1. Before further flight.
2. Before further flight.
3. Within next 10 hours TIS.

Effective Date: DCA/LYC/202B - 9 December 2002
DCA/LYC/202C - 25 March 2004

DCA/LYC/204B FAA AD 2004-10-14 Propeller Strike – Crankshaft Gear Inspection

Applicability: All direct drive piston engines except O-145, O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, and TIO-541 series.

Note 1: DCA/LYC/204B revised to include note 3 and clarify note 2 with regard to requirements for certifying release-to-service after maintenance.

Requirement: To prevent loosening or failure of the crankshaft gear retaining bolt as result of a propeller strike, which may cause sudden engine failure, accomplish the following:

Inspect the crankshaft counter-bored recess, the alignment dowel, the bolt hole threads and the crankshaft gear for wear galling corrosion and fretting per steps 1 through 5 of Lycoming MSB No.475C. Repair, if necessary, per MSB 475C.

Remove the existing gear retaining bolt and lockplate from service and install a new bolt and lockplate per steps 6 and 7 of MSB No.475C.

Do not reinstall any gear retaining bolt and lockplate that were removed in accordance with this AD.

Note 2: This AD mandates a particular inspection of one of the components of Lycoming engines that was found to be necessary by the United States FAA. Inspection by AD was required because the component was not adequately covered by the existing inspection requirements. As such this AD is additional to and not in lieu of the inspections required in the event of a prop strike.

The manufacturer's instructions for continued airworthiness include SB 533A which relates to maintenance which may be required in the event of a prop strike. The CAA strongly recommends compliance with Lycoming Mandatory SB 533A.

(FAA AD 2004-10-14 refers)

Compliance: Compliance with this AD is required before further flight if the engine has experienced a propeller strike.

Note 3: Compliance with this AD may be accomplished by adding the AD requirement to the aircraft AD logbook as a repetitive inspection, interval "as required".

Note 4: For the purposes of this AD a propeller strike is defined as follows:

1. Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.
2. Any incident during engine operation in which the propeller impacts a solid object that causes a drop in RPM and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.
3. A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.
4. The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal in the absence of oil pressure.

Effective Date: DCA/LYC/204 - 24 June 2004
 DCA/LYC/204A - 25 September 2008
 DCA/LYC/204B - 30 October 2008

DCA/LYC/205 Crankshaft Flange – Inspection

Applicability: All AEIO-540-D series engines and IO-540 (250 & 260 horsepower) engines used for aerobatic flight or any other 540 engines fitted with a 2-3/8 diameter main bearing seal used in unlimited category aerobatic manoeuvres.

Requirement: To prevent crankshaft failure due to crankshaft flange cracks which can occur in engines used in unlimited category aerobatic manoeuvres, visually inspect the crankshaft flange in accordance with Lycoming SB 482. If crankshaft is found to be cracked, it must be replaced.

Note: Unlimited category manoeuvres such as multiple snap rolls, inverted flat spins, etc. including exceeding maximum engine rated speed, and/or using the aircraft in manoeuvres which produce rapid angular propeller centreline acceleration and severe bending loads on the propeller flange area, may result in crankshaft failure.
 (NZ Occurrence 04/3932 refers)

Compliance: Within 100 hours TIS, and thereafter at intervals not exceeding each 10 hours TIS of aerobatic flight involving unlimited category aerobatic manoeuvres.

Effective Date: 26 May 2005

DCA/LYC/206 FAA AD 2005-19-11 Crankshaft – Identification and Replacement

- Applicability:** All Lycoming AEIO-360, IO-360, O-360, LIO-360, LO-360 and, AEIO-540, IO- 540, O-540, and TIO-540 series engines, rated at 300 HP or lower, manufactured, rebuilt or overhauled after 1 March 1999, or that had a crankshaft fitted after 1 March 1999.
- These engines are used on, but not limited to Beech 76, BN-2 Islander, Cessna T182T, Mooney 201 and Piper PA-23-235 aircraft.
- Requirement:** To prevent failure of the crankshaft, which could result in total engine power loss, verify the engine S/N per tables 1, 2 or 3 of Lycoming Mandatory Service Bulletin (MSB) No. 566, and use table 4 in MSB 566 to verify the crankshaft S/N.
- If the crankshaft S/N is listed in table 4 of MSB 566, replace with a crankshaft that is not listed in table 4 of MSB 566.
(FAA AD 2005-19-11 refers)
- Note 1:** No action is required for engines manufactured new, rebuilt, or overhauled before 1 March 1999, or had a crankshaft replaced before 1 March 1999.
- Note 2:** Crankshafts with S/Ns listed per table 4 of MSB 566 are not to be fitted to any engine.
- Compliance:** Within the next 50 hours TIS or by 27 April 2006, whichever is sooner, unless already accomplished.
- Effective Date:** 27 October 2005

DCA/LYC/209 FAA AD 2006-10-21 ECI Connecting Rods – Inspection

- Applicability:** All 360 and 540 series engines listed in table 1 of FAA AD 2006-10-21 fitted with Engine Components Incorporated (ECi) connecting rods P/N AEL11750, S/Ns through to 54/6 manufactured between January 2002 and January 2004.
- These engines are installed on, but not limited to, the aircraft listed in table 2 of of FAA AD 2006-10-21.
- Note 1:** Connecting rods P/N AEL11750 can also be identified by the forging P/N AEL11488 (in raised letters) on the web of the connecting rod beam (between the big and small ends of the connecting rod).
- Note 2:** The ECi connecting rod serial number consists of two numbers. Number 54 is the lot number and 6 is the serial number.
- Requirement:** To prevent fatigue failure of connecting rods and the possibility of an uncommanded engine shutdown due to the possibility of having connecting rods fitted which have excessive variation in circularity of the journal bores, accomplish the following:
1. Inspect the aircraft maintenance records and engine logbook to determine whether the engine has been overhauled or repaired since new and also determine if ECi connecting rods, P/N AEL11750 have been fitted.
- No further action is required if the engine has not been overhauled or repaired since new, or if the connecting rods are not ECi P/N AEL11750, or if the connecting rods are ECi P/N AEL11750 and the S/Ns are 54/7 or higher.
- If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, accomplish requirement 2.
2. If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, replace with connecting rods which have a lot number which is 55 or higher, or replace with connecting rods which have a P/N not affected by this AD.
- (FAA AD 2006-10-21 refers)

Note 3: Do not install ECI connecting rods P/N AEL11750 which have S/Ns 54/6 or lower into any engine.

Compliance:

1. Before further flight.
2. For engines fitted with connecting rods that have 2000 hours or more TIS:
Replace within the next 50 hours TIS.
For engines fitted with connecting rods that have less than 2000 hours TIS:
Replace the connecting rods at the next engine overhaul, or at the next accessibility of the connecting rod, but no later than 2000 hours TIS on the connecting rod.

Note 4: For the purpose of this AD, connecting rod accessibility is defined as any maintenance action in which a cylinder assembly is removed for maintenance.

Effective Date: 29 June 2006

DCA/LYC/210 FAA AD 2006-12-07 ECI Classic Cast Cylinders – Inspection and Replacement

Applicability: Models 320, 360 and 540 series parallel valve engines, specified in table 1 fitted with ECI cylinder assemblies P/N AEL65102 series "Classic Cast" having casting head markings EC 65099-REV- 1 and with S/Ns 1 through to 9879.

Note 1: The set of numbers appearing on the cylinder below and to the left of the S/N in the form of "12345-67" is not used for determining applicability.

TABLE 1.

Cylinder head P/N	Installed on engine models
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B. AIO-320-A1A, A1B, A2A, A2B, B1B, C1B. LIO-320-B1A.
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A. LIO-320-C1A.
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320-A1A, A2A.
AEL65102-NST07	IO-320-B1A, B1B. LIO-320-B1A.
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.
AEL65102-NST10	O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO-360-B1A, B1B, B1C.

	HO-360-A1A, B1A, B1B. HIO-360-B1A, B1B. AEIO-360-B1B. O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B2C5D, B4A5, B4B5, B4B5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5. IO-540-C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D.
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Cylinder head P/N	Installed on engine models
AEL65102-NST12	O-360-A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO-360-C1A. LO-360-A1G6D, A1H6. HIO-360-B1A, B1B, G1A. LTO-360-A1A6D. TO-360-A1A6D. IO-360-B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO-360-B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O-540-A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO-540-C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D. AEIO-540-D4A5, D4B5, D4C5, D4D5.
AEL65102-NST26	IO-540-J4A5, R1A5. TIO-540-C1A, E1A, G1A, H1A.
AEL65102-NST38	IO-360-F1A. TIO-540-AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540-K1AD.
AEL65102-NST43	O-360-J2A. O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540-AB1A5, W1A5, W1A5D, W3A5D.
AEL65102-NST44	O-540-L3C5D.

Requirement: To prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head. If your engine was overhauled or repaired since new, do the following:

1. Determine if ECI cylinder assemblies, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and S/Ns 1 through 9879 are installed on your engine.

Note 2: Serial numbers may have an "L" prefix for a long reach spark plug.

If the cylinder assemblies are not ECI, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1, no further action is required.

2. If any cylinder assembly is an ECI P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and a S/Ns 1 through 9879, replace the cylinder assembly.

(FAA AD 2006-12-07 refers)

Compliance:

1. By 29 July 2006.
2. Before the cylinder assembly exceeds 800 hours TIS or within 50 hours TIS, whichever occurs later.

Effective Date: 29 June 2006

DCA/LYC/213A FAA AD 2007-04-19R1 Superior Air Parts Cylinders – Replacement

Applicability: Superior Air Parts (SAP) cast cylinder assemblies P/Ns SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WH-A20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P and SL36006W-A21P.

These SAP cast cylinder assemblies may be fitted to the following Lycoming engines:

AEIO-320 -D, -E	IO-360 -B, -L, -M
AEIO-360 -B, -H	IO-540 -A, -C, -D, -N, -T, -V, -W
AEIO-540 -D	LIO-320 -B
AIO-320 -A, -B, -C	LO-360 -A
HIO-360 -B	O-320 -A, -B, -C, -D, -E, -H
HO-360 -C	O-360 -A, -B, -C, -D, -F, -G, -J
IO-320 -B, -D, -E	O-540 -A, -B, -E, -F, -G, -H, -J

Note 1: The affected cylinder assembly S/N range in this AD has been revised to narrow the applicability even further. Accomplishment of DCA/LYC/213 satisfies the requirements of this AD.

Requirement: To prevent cylinder head fatigue failure and separation at the head-to-barrel threaded interface that could lead to engine failure, accomplish the following:

1. Inspect the aircraft log books to determine which cast cylinder assemblies are fitted.

If the aircraft log books do not list the P/Ns of the cylinders fitted to the engine, then visually inspect the engine to determine which cylinders are fitted.

Replace cylinder assemblies S/N 47LE053559 through to 47LF053643, and 47SE054212 through to 47SF054251, and 52D0531708 through to 52H0532197, and 55E05223 through to 55G05289, and 32WE059006 through to 32WF059067, and 32WHE05379 through to 32WHE05392, and 326WF055517 through to 326WF055532, and 36TWF05430 through to 36TWG05453, and 36WF058058 through to 36WG058124, and 366WE056944 through to 366WF057061, and 366WF057150 through to 366WF057232, and 366WF057259 through to 366WG057534, and 366WG057556, 366WG057569, 366WG057598,

366WG057616, 366WG057621, 366WG057624, and 366WJ057770 through to 366WJ057776, and 366WL058131, per Superior Air Parts Mandatory SB B06-01, revision E, dated 24 January 2007.

Note 2: These affected S/Ns were manufactured between April 2005 and November 2005.

Note 3: The affected SAP cylinder head flanges are marked: SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S-A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, SA55000-A20P, SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WHA20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P or SL36006W-A21P.

2. Affected Superior Air Parts cast cylinder assemblies listed in Requirement 1 of this AD may not be installed on any engine.

(FAA AD 2007-04-19R1 refers)

Compliance: 1. At 150 hours TTIS (on affected SAP cylinders), or within the next 10 hours TIS, whichever is the later.

2. From the effective date of this AD.

Effective Date: DCA/LYC/213 - 12 March 2007
DCA/LYC/213A - 26 April 2007

DCA/LYC/217 FAA AD 2002-12-07 Oil Filter Converter Plate Gasket – Inspection

Applicability: This AD is applicable to the following reciprocating engines models that were manufactured new, rebuilt or overhauled, or had the oil filter converter plate kit P/N LW-13904 or gasket P/N LW13388 replaced after 1 April 1999.

Model O–320–H1AD, –H1BD, –H2AD, –H2BD, –H3AD and –H3BD engines

Model (L)O–360–A1AD, –A1F6D, –A1G6D, –A1LD, –A3AD, –A4AD, –A5AD and –E1A6D engines

Model IO–360–A1B6D, –A1D6D, –A3B6D, –A3D6D, –C1E6D, –J1AD and –J1A6D engines

Model (L)TO–360–A1A6D, –C1A6D, –E1A6D and –F1A6D engines

Model TIO–360–C1A6D engines

Model (L)HIO–360 –E1AD, –E1BD and –F1AD engines

Model O–540–H1A5D, –H1B5D, –H2A5D, –H2B5D, –J1A5D, –J1B5D, –J1C5D, –J1D5D, –J2A5D, –J2B5D, –J2C5D, –J2D5D, –J3A5D, –J3C5D and –L3C5D engines

Model IO–540–C4D5D, –K1A5D, –K1B5D, –K1E5D, –K1F5D, –K1G5D, –K1J5D, –L1A5D, –L1B5D, –M1A5D, –M1B5D, –M2A5D, –T4A5D, –T4B5D, –T4C5D, –U1A5D, –U1B5D, –V4A5D, –W1A5D and –W3A5D engines

Model (L)TIO–540–K1AD, –S1AD, –AA1AD, –AB1AD, –AB1BD, –F2BD, –J2BD, –N2BD, –R2AD, –T2AD and –V2AD engines

Model AEIO–540–L1B5D engines

Model TIO–541–E series engines

Model TIGO–541–D1A, –D1B and –E1A engines

Model IO–720–A1BD, –B1BD, –C1BD, –D1BD and –D1CD engines

Note 1: This AD supersedes DCA/LYC/199A and introduces requirement 3 as a terminating action to the repetitive replacement requirements of the converter plate gasket P/N LW-13388 and the oil converter plate kit P/N LW-13904.

Requirement: To prevent complete loss of engine oil and possible seizure of the engine and fire due to oil leaks between the converter plate and accessory housing, accomplish the following:

1. For engines with more than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:

Replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of Lycoming MSB 543A dated 30 August 2000 before further flight.

2. For engines with less than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:

Inspect the oil filter base for signs of oil leaks between the oil filter base and the accessory housing and also inspect for any evidence of the gasket extruding beyond the perimeter of the base. If any oil leaks are found, or if the seal is damaged, extruded, displaced or deteriorated, replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of MSB 543A before further flight.

3. Replace the oil filter converter plate gasket or oil filter converter plate kit per part II or part III of Lycoming Supplement No. 1 of MSB 543A dated 4 October 2000, or Lycoming MSB 543B dated 1 July 2003.

Note 2: Replacement of oil filter converter plate gasket P/N LW-13388 with a new gasket P/N 06B23072 per part II or part III of Supplement No. 1 of MSB 543A, or MSB 543B is a terminating action to requirements 1 and 2 of this AD.

Note 3: Lycoming SB No. 543A and Supplement No. 1 of MSB 543A pertains to the subject of this AD. SB No. 543B has superseded SB No. 543A and Supplement No. 1 of MSB 543A.

(AD 2002-12-07 refers)

Compliance:

1. Before further flight unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.
2. Within the next 10 hours TIS or the next 3 days, whichever occurs sooner unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.
3. By 18 December 2009, unless previously accomplished.

Effective Date: 18 December 2008

DCA/LYC/218 FAA AD 2009-26-12 ECI Titan Cylinders – Inspection and Replacement

Applicability: Model 320, 360 and 540 series parallel valve engines listed in table 1 of this AD, fitted with Engine Components Incorporated (ECi) Titan cylinder assembly P/N AEL65102, S/N 1138-02 through to 35171-22 and 35239-01 through to 42179-30 and cylinder head P/N AEL85099.

Note 1: This AD supersedes DCA/LYC/216. Since the issue of that AD there have been another 10 cylinder head separations of cylinder S/N not listed in that AD. The applicability of this AD revised to expand the affected cylinder assembly S/N range through to 42179-30.

Note 2: If the engine has not been overhauled since new, or a cylinder assembly has not been replaced since new, no further action is required.

Note 3: All affected cylinder assemblies are fitted with a cylinder head P/N AEL85099. The cylinder head P/N is located near the intake and exhaust valve springs at the top of the cylinder head. The cylinder assembly P/N which is difficult to see is located at the crankcase end of the cylinder assembly.

Note 4:

The set of numbers appearing on the cylinder above and to the left of the S/N in the form of "123456" is not used for determining applicability.

Table 1:

Cylinder Assembly P/N:	Installed on Engine Models:
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B. AIO-320-A1A, A1B, A2A, A2B, B1B, C1B. LIO-320-B1A
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A. LIO-320-C1A
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320-A1A, A2A.
AEL65102-NST07	IO-320- B1A, B1B. LIO-320- B1A.
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.
AEL65102-NST10	O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO-360-B1A, B1B, B1C. HO-360-A1A, B1A, B1B. HIO-360-B1A, B1B. AEIO-360-B1B. O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5. IO-540-C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5.

Cylinder Assembly P/N:	Installed on Engine Models:
AEL65102-NST12	O-360- A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO-360 –C1A. LO-360 -A1G6D, A1H6. HIO-360 -B1A, B1B, G1A. LTO-360 -A1A6D. TO-360 -A1A6D. IO-360 -B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO-360 -B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O-540 -A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4C5, G1A5, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO-540 -C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D AEIO-540 -D4A5, D4B5, D4C5, D4D5.
AEL65102-NST26	IO-540 -J4A5, R1A5. TIO-540 -C1A, E1A, G1A, H1A.
AEL65102-NST38	IO-360 -F1A. TIO-540 -AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540 -K1AD.
AEL65102-NST43	O-360 -J2A. O-540 -F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540 -AB1A5, W1A5, W1A5D, W3A5D.
AEL65102-NST44	O-540 -L3C5D.

Requirement: To prevent loss of engine power due to cracks in the cylinder assembly head-to-barrel interface and possible engine failure caused by separation of a cylinder head, accomplish the following:

1. Inspect the aircraft logbooks and/or the aircraft and determine if the engine has been overhauled since new, or if a cylinder assembly has been replaced since new.

No further action is required if the engine has not been overhauled since new, or a cylinder assembly has not been replaced since new.

If the engine has been overhauled since new, or a cylinder assembly has been replaced since new, determine if any ECI Titan cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 and 35239-01 through to 42179-30 and cylinder head P/N AEL85099 is fitted to the aircraft engine.

No further action is required if an ECI cylinder assembly P/N AEL65102 is not fitted to the engine.

No further action is required if an ECI cylinder assembly P/N AEL65102 is fitted to the engine, and the S/N is not an affected S/N.

If an affected S/N cylinder assembly is fitted to the engine, accomplish requirement 2 of this AD.

2. Visual Inspection:

Inspect the area around the exhaust valve side of the cylinder for cracks and any signs of black or white residue. Replace cracked cylinder assemblies before further flight. Information on cylinder assembly visual inspection can be found in ECI MSB No. 08-1.

Compression test:

Accomplish a standard cylinder differential compression test. If the cylinder pressure is below 70 lbs/square inch, apply a water and soap solution to the side of the leaking cylinder near the head-to-barrel interface.

If air leaks and bubbles are observed on the side of the cylinder assembly near the head-to-barrel interface, replace the cylinder assembly before further flight.

For cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 only, if the low cylinder pressure reading is as a result of leaking inlet or exhaust valves, or leaking piston rings, repair or replace the engine cylinder assembly before further flight.

3. Cylinder assemblies P/N AEL65102, S/N 35239-01 through to 42179-30 shall not be fitted to any engine, and shall not be repaired or reused.

(FAA AD 2009-26-12 refers)

Compliance:

1. Before further flight.

2. For cylinders with S/N 1138-02 through to 35171-22:

Accomplish a visual inspection and compression test before exceeding 350 hours TTIS on the cylinder, or within the next 10 hours TIS for a cylinders with between 350 hours TTIS and 2000 hours TTIS whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.

Replacement of cylinder assemblies fitted to helicopter engines: Before exceeding 1500 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 1500 hours TTIS, whichever occurs sooner.

Replacement of cylinder assemblies fitted to aeroplane engines: Before exceeding 2000 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 2000 hours TTIS, whichever occurs sooner.

For cylinders with S/N 35239-01 through to 42179-30:

Within the next 10 hours TIS accomplish a visual inspection and compression test.

Replace cylinders that pass the initial visual inspection and compression tests before exceeding 350 hours TTIS, and for cylinders with 350 or more hours TTIS replace within the next 25 hours TIS.

3. From 4 February 2010

Effective Date: 4 February 2010

DCA/LYC/221 Cancelled – FAA AD 2015-19-07 refers

Effective Date: 3 November 2015

DCA/LYC/222 FAA AD 2012-03-06 AVStar Fuel Servos – Inspection

Applicability: All Lycoming fuel injected engines fitted with a AVStar Fuel Systems, Inc. (AFS) fuel servo diaphragm P/N AV2541801 or P/N AV2541803.

Note: This AD supersedes DCA/LYC/219 to expand the applicability to include additional affected engines. Affected fuel servos and fuel servo diaphragms are listed in AFS MSB No. AFS-SB6 revision 2, dated 6 April 2011. This SB remains unchanged since the issue of superseded DCA/LYC/219.

Requirement: To prevent fuel servo failure which could result in loss of engine power and aircraft control, accomplish the following:

1. Review the aircraft records and determine if an AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from an affected production lot listed in AFS MSB No. AFS-SB6 revision 2, dated 6 April 2011 was installed in the fuel servo any time after 20 May 2010.

 If the fuel servo is found fitted with an affected diaphragm, replace the fuel servo before further flight

2. Fuel servos with an affected AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from the production lots listed in AFS MSB No. AFS-SB6 revision 2 shall not be fitted to any aircraft.

(FAA AD 2012-03-06 refers)

- Compliance:**
1. Within the next 5 hours TIS unless previously accomplished.
 2. From 24 February 2012.

Effective Date: 24 February 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2012-19-01 Crankshaft – Identification and Replacement

Effective Date: 24 October 2012

2015-02-07 Propeller Governor – Inspection

Effective Date: 11 March 2015

2015-19-07 Fuel Injector Lines – Inspections

Effective Date: 3 November 2015

2017-16-11 Connecting Rod Small End Bushings – Inspection

Applicability: All Lycoming engines listed in Table 1 of Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated 4 August 2017, and

All Lycoming engines that were overhauled or repaired using any replacement part listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August, 2017, which was shipped from Lycoming Engines during the dates listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August 2017.

Effective Date: 15 August 2017

DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection

Applicability: All Lycoming engines fitted with parallel valve cylinder and head assemblies listed in Table 1 of Lycoming Mandatory Service Bulletin (MSB) 634, dated 11 October 2018, or later FAA approved revision.

Note: DCA/LYC/224A revised to introduce a repetitive inspection requirement for affected parallel valve cylinder and head assemblies, until replacement per requirement 2 of this AD. Affected cylinder and head assemblies were supplied in cylinder kits and installed on all parallel valve engines (except O-235 model engines), that were supplied by Lycoming Engines between 1 September 2013 and 30 April 2015. To identify affected cylinder and head assemblies refer to Lycoming MSB 634.

Requirement: To prevent loss of engine power due to a cracked cylinder assembly, accomplish the following:

1. Inspection:
Inspect affected parallel valve cylinder and head assemblies for visible discolouration/residue on the cylinder fins. If residue is found on the cylinder fins, then the cylinder may be cracked and further investigation is required. Accomplish a compression test on affected cylinders (refer to Lycoming Service Instruction 1191A). If the compression value does not meet OEM requirements, then the cylinder may be cracked and further investigation is required. Any loss of compression may be due to a cracked cylinder assembly. If a whistling sound is evident while accomplishing the compression test, then the cylinder may be cracked and further investigation is required. If a cracked cylinder assembly is found, then replace all affected parallel valve cylinder and head assemblies fitted on the engine, before further flight.

2. Replacement:

Remove and replace all parallel valve cylinder and head assemblies listed in Table 1 of MSB 634, dated 11 October 2018, or later FAA approved revision.

Affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634 shall not be overhauled, refurbished, or repaired and returned to service.

From the effective date of this AD, an affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634, shall not be installed on any engine.

Compliance:

1. Inspection:

Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. Replacement:

Replace all affected cylinder and head assemblies at the next engine overhaul.

Effective Date: DCA/LYC/224 - 25 October 2018
DCA/LYC/224A - 28 February 2019

2024-21-02 Cancelled – FAA AD 2026-04-11 refers

Effective Date: 8 April 2026

2026-04-11 Connecting Rod Assemblies and Bushing - Inspection

Applicability: Lycoming engines that have an affected P/N part fitted, and were assembled within the ship date range specified in Table 1 to paragraph (c) of FAA AD 2026-04-11.

Note 1: Since the issue of FAA AD 2024-21-02, the shipping date range for potentially affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified. FAA AD 2026-04-11 retains the requirements in superseded FAA AD 2024-21-02 and expands the AD applicability.

Note 2: Affected P/N parts are known to be installed on AEIO-320 series, AEIO-360 series, AEIO-390 series, AEIO-540 series, AEIO-580-B1A, AIO-320 series, AIO-360 series, HIO-360 series, HIO-390-A1A, HIO-540-A1A, HO-360 series, IO-320 series, IO-360 series, IO-390 series, IO-540 series, IO-580 series, IO-720 series, IVO-360-A1A, IVO-540-A1A, LHIO-360 series, LIO-320 series, LIO-360 series, LO-360 series, LTIO-540 series, LTO-360 series, O-233-A1, O-235 series, O-290 series, O-320 series, O-340 series, O-360 series, O-435 series, O-540 series, SO-580 series, TEO-540 series, TIGO-541 series, TIO-360 series, TIO-540 series, TIO-541 series, TIVO-540-A2A, TO-360 series, TVO-435 series, TVO-540-A1A, VO-360 series, VO-435 series, VO-540 series, and VSO-580-A1A engines.

Effective Date: 8 April 2026

*** 2026-17-10 Piston Pin – Inspection and Replacement**

Applicability: Lycoming IO-540-A1A5, -AA1A5, -AA1B5, -AB1A5, -AE1A5, -AC1A5, -AF1A5, -B1B5, -AG1A5, -B1A5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4C5, -C4D5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5, -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5, -V4A5D, -W1A5, -W1A5D, and -W3A5D engines with a S/N listed in Table 2, or Table 3 of Lycoming Mandatory Service Bulletin No. (MSB) 667A, dated March 12, 2026 (Lycoming MSB 667A), and an installed piston pin with P/N LW-13445 with a FAA Form 8130-3 from the original equipment manufacturer for production dates between January 7, 2021 to December 15, 2025.

If the production date on the FAA Form 8130-3 cannot be determined, or if the FAA Form 8130-3 is not available, this AD is applicable.

Effective Date: 14 September 2026

Airworthiness Directive Schedule

Engines

Lycoming O-235 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Lycoming **O-235** series engines manufactured under FAA Type Certificate Number **E-223**.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines.

State of Design ADs can be obtained directly from the FAA website at:
[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
 3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
 4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 5. The date above indicates the amendment date of this schedule.
 6. New or amended ADs are shown with an asterisk *

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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](https://www.caa.govt.nz/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. 10

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DCA/LYC/172BFAA AD 80-25-02R2 Pushrod Assembly – Inspection and Replacement

Applicability: Model O-235 series engines, S/N L-12500-15 through to L-20676-15, and
 All remanufactured model O-235 series engines, regardless of S/N shipped between 10 December 1976 and 8 November 1979, and
 All model O-235 series engines regardless of S/N that had pushrods replaced between 10 December 1976 and 24 November 1980.

These are installed in but not limited to, Piper PA-38-112 aircraft, Cessna 152 aircraft, Gulfstream American AA1C aircraft, Beech 77 aircraft, and Bellanca 7ECA aircraft.

Compliance with this AD is also required for the following S/N engines which were previously not included in the applicability of this AD: S/N L-15619-15, L-16333-15, L-17291-15, L-17644-15, L-18054-15, L-18055-15, L-18073-15, L-18074-15, L-18141-15, L-18142-15, L-18207-15, L-18208-15, L-18502-15, L-18503-15, L-18601-15, L-18948-15, L-18949-15, L-18950-15, L-18951-15, L-19028-15, L-19029-15, L-19030-15, L-19031-15, L-19145-15, L-19146-15, L-19147-15, L-19148-15, L-19149-15, L-19766-15, L-19767-15, L-19768-15, L-19990-15, L-19991-15, L-19992-15, L-19993-15, L-19994-15, L-19995-15, L-19996-15, L-19997-15, L-19999-15, L-20155-15, L-20156-15, L-20157-15, L-20158-15, L-20172-15, L-20173-15, L-20174-15, L-20175-15, L-20176-15, L-20242-15, L-20243-15, L-20244-15, L-20245-15, L-20246-15, L-20323-15, L-20324-15, L-20325-15, L-20326-15, L-20327-15, L-20384-15, L-20385-15, L-20386-15, L-20387-15, L-20388-15, L-20389-15, L-20428-15, L-20429-15, L-20430-15, L-20431-15, L-20432-15, L-20460-15, L-20461-15, L-20462-15, L-20463-15, L-20464-15, L-20523-15, L-20524-15, L-20525-15, L-20526-15, L-20527-15, L-20609-15, L-20610-15, L-20611-15 and L-20612-15.

Note 1: This AD does not apply to model O-235 series engines fitted with eight pushrods P/N 73806 identified by revision letter K or subsequent revision letter or by code T-T, -85 or the symbol # as described in Lycoming SB No. 453D or a later FAA approved revision.

Note 2: This AD supersedes DCA/LYC/172A to revise the applicability and includes a terminating action to the repetitive inspection requirements of that AD.

Requirement: To prevent failure of the engines pushrods which could result in rough running and loss of engine power, accomplish the following:

1. Remove all eight pushrods and inspect for loose ball ends and evidence of bulging and splitting of the pushrod tubing. Measure the length of the pushrod assembly. The overall length shall not be less than 11 17/32 inches. If all these conditions are satisfactory set valve clearances per paragraph 8 of Lycoming SI No. 1388C and SI No. 1068A. If any pushrod is found damaged or is less than the specified dimension noted above, replace with a serviceable part before further flight.
2. Measure and record the valve tappet clearances per Lycoming SI No. 1388A and SI No. 1068A. If any valve clearance increases more than 0.015 inch since the previous inspection, remove the pushrod and inspect for damage and shortening per requirements 1 of this AD. Renew any defective parts before further flight.

Note 3: The repetitive inspections per requirement 2 of this AD may be discontinued with the installation of pushrods P/N 73806 pushrods which have been identified by one of the codes specified in note 1 of this AD.

Note 4: Beech Aircraft Corp. Executive Airplane Service Communique No. 52 dated 16 December 1980, and SI 1388C and SI 1068A or later FAA approved revisions pertain to the subject of this AD.

(FAA AD 80-25-02 R2 refers)

Compliance:

1. Within the next 50 hours TIS or by 18 January 2009 whichever occurs sooner, unless previously accomplished.
2. Within the next 50 hours TIS or by 18 January 2009 whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 25 hours TIS.

Effective Date: DCA/LYC/172 - 10 December 1980
 DCA/LYC/172A - 17 December 1980
 DCA/LYC/172B - 18 December 2008

DCA/LYC/174F FAA AD 96-09-10 Oil Pump Impellers – Replacement

Applicability: Engines fitted with sintered iron or aluminium oil pump impellers.

Textron Lycoming SB 524 lists specific models and S/N that may be affected. All new, overhauled and remanufactured engines shipped from Textron Lycoming after 31 March 1985 are in compliance with this AD.

Any engines that have complied with DCA/LYC/174B, C, D or E will have the latest (steel) oil pump impellers fitted and are in compliance with this airworthiness directive. Any engines that have complied with Textron Lycoming SB No. 456B, C, D, E or SB 524 will have the latest (steel) oil pump impellers fitted, and are in compliance with this AD.

For engines overhauled by other facilities, the type of oil pump impeller fitted must be determined. Examination of overhaul records or physical inspection to determine type of oil pump impeller fitted is required.

Note 1: No action required if already in compliance with DCA/LYC/174E. This AD revised with Lycoming SI No. 1009AJ now at revision AT and to include note 2 with no change to the AD requirement.

Requirement: To prevent failure of engine oil pumps, replace sintered iron or aluminium oil pump impellers per Textron Lycoming SB 524.

Note 2: Lycoming SI No. 1009AT and SB No. 524 or later FAA approved revisions pertains to the subject of this AD.

(FAA AD 96-09-10 refers)

Compliance: Sintered iron oil pump impellers:
 Within the next 25 hours TIS unless previously accomplished.

Aluminium oil pump impellers (whichever occurs sooner):

- a) At the next oil pump removal, or
- b) Next engine overhaul (Not to exceed the hours specified for the particular engine model in SI 1009AS). Except for engines that have already exceeded the hours specified, or are within 200 hours TIS of reaching it, within the next 200 hours TIS, or
- c) By 18 January 2010.

Effective Date: DCA/LYC/174D - 2 August 1996
 DCA/LYC/174E - 30 August 1996
 DCA/LYC/174F - 18 December 2008

DCA/LYC/182 FAA AD 90-04-06 Propeller Governor Line Support - Inspection and Modification

Applicability: All four cylinder engines with rear mounted propeller governor and external oil line

Requirement: To prevent oil line fracture and loss of engine oil, inspect and modify oil line installation per Textron Lycoming SB 488A. If any leaks, damage or interference condition found, or if support clamps are not properly installed, before further flight, replace oil line and attachment end fittings with new parts even though installed parts may show no signs of visible damage.

(FAA AD 90-04-06 refers)

Compliance: Inspection - within next 50 hours TIS or when oil line is removed for any reason, whichever is the sooner

Modification - at next engine overhaul

Effective Date: 30 March 1990

DCA/LYC/188 FAA AD 95-03-10 Pushrod - Inspection and Replacement

Applicability Model O-235 series engines shipped from the Textron Lycoming factory between 22 February 1993 and 2 September 1994, and listed by S/N in Textron Lycoming SB 522. All O-235 series engines which have had P/N 73806 push rods installed as service parts since 22 February 1993.

Requirement: To prevent engine roughness and power loss, inspect pushrods for P/N and revision letter. All pushrods with P/N 73806 and revision letter "V" or "W" must be replaced with serviceable parts per SB 522.

(FAA AD 95-03-10 refers)

Compliance: Within next 5 hours TIS.

Effective Date: 8 March 1995

DCA/LYC/194 FAA AD 98-17-11 Repaired Crankshafts - Inspection

Applicability: Models O-235, O-235-C1, O-235-C2C, O-235-L2C, O-235-N2C, O-290, O-290-D2, O-320, O-320-A, O-320-A1A, O-320-A2B, O-320-B2B, O-320-B2C, O-320-D2J, O-320-D3G, O-320-E2A, O-320-E2D, O-320-E2G, O-320-E3D, O-320-H2AD, O-360, O-360-A1A, O-360-A1D, O-360-A3A, O-360-A4A, O-360-A4K, O-360-B1B, IO-360-F1A6, AEIO-320-E1B, HIO-360-C1A, IO-320, IO-320-B1A, IO-360, IO-360-A1A, IO-360-A1B6, IO-360-B1E, IO-360-C, IO-360-C1C, IO-360-C1C6, IO-360-C1D6, IO-360-D, O-540-A1B5, O-540-A1D5, O-540-R2AD, IO-540, IO-540-C4B5, IO-540-S1A5, TIO-540-A2, LIO-320-C1A, LIO-360-C1E6, and IO-720 reciprocating engines; engines, with installed crankshafts repaired by Nelson Balancing Service, Bedford, Massachusetts, USA, Repair Station Certificate No. NB7R820J, between February 1, 1995, and December 31, 1997, inclusive, as listed (by work order (W/O)) in Table 1 of this AD.

Table 1

MODEL	W/O	DATE	ENGINE S/N
AEIO-320-E1B	1134	2/17/96	L-5653-55A
HIO-360-C1A	1155	2/7/96	L-12126-51A
IO-320	1141	1/17/96	
IO-320-B1A	1525	11/14/97	
IO-360	1314	12/17/96	
IO-360	IN6137	8/7/97	
IO-360-A1A	1230	6/10/96	L-474-51
IO-360-A1A	1289	10/23/96	L-4085-5174
IO-360-A1A	1415b	5/23/97	RL-3920-51A
IO-360-A1B6	1463	7/31/97	
IO-360-B1E	1312	12/12/96	L-4453-51A
IO-360-C	1146	1/23/96	R-51448-9-C
IO-360-C1C	1336	2/10/97	
IO-360-C1C	1518	12/9/97	
IO-360-C1C6	1530	11/25/97	
IO-360-C1C6	1537	12/9/97	L-19294-51A
IO-360-C1D6	1286	4/28/97	
IO-360-D	1540	12/2/97	
IO-360-F1A6	1176	3/7/96	L-27423-36A
IO-540	1014	2/8/95	
IO-540	1056	6/13/95	
IO-540	1302	12/5/96	
IO-540-C4B5	1313	12/17/96	L-19547-48
IO-540-S1A5	1513	10/27/97	L-19597-48A
IVO-435-G1A	1271	10/1/96	
LIO-320-C1A	1158	2/8/96	
LIO-360-C1E6	1280	10/7/96	
LIO-360-C1E6	1281	10/9/96	
O-235	1013	2/21/95	
O-235	1051	6/2/95	

O-235	1054	6/9/95	
O-235	1057	6/14/95	L-9041-15
O-235	1058	6/29/95	
O-235	1060	6/30/95	
O-235	1069	8/10/95	
O-235	1110	2/20/96	
O-235	1145	1/23/96	
O-235	1151	1/25/96	
O-235	1160	2/9/96	RL-24636-15
O-235	1305	12/5/96	L-22542-15
O-235	1329	2/11/97	
O-235	1332	2/11/97	
O-235	1481	9/2/97	
O-235-C1	1089	10/8/95	L-6475-15
O-235-C1	1188	4/2/96	L-7143-15
O-235-C1	1335	3/12/97	L-5569-15
O-235-C1	1367	3/24/97	
O-235-C2C	1019	2/24/95	L-12284-15
O-235-C2C	1040	5/8/95	
O-235-C2C	1105	12/1/95	L-12273-15
O-235-L2C	1030	4/6/95	L-14545-15
O-235-L2C	1036	4/24/95	
O-235-L2C	1037	4/24/95	L-23012-15
O-235-L2C	1050	6/2/95	L-15542-15
O-235-L2C	1062	7/5/95	L-18306-15
O-235-L2C	1067	8/8/95	
O-235-L2C	1070	8/10/95	L-16005-15
O-235-L2C	1095	11/14/95	RL-023227-15
O-235-L2C	1101	11/4/95	L-15300-15
O-235-L2C	1102	11/15/95	L-20183-15
O-235-L2C	1162	2/14/96	L-16114-15
O-235-L2C	1251	8/22/96	
O-235-L2C	1219	5/16/96	L-21215-15
O-235-L2C	1365	3/24/97	
O-235-L2C	1285	10/19/96	
O-235-L2C	1414	8/5/97	
O-235-L2C	1400	4/28/97	
O-235-L2C	1433	6/26/97	L-17074-15
O-235-L2C	1417	12/5/97	
O-235-L2C	1504	10/31/97	
O-235-L2C	1435	6/9/97	
O-235-L2C	1524	11/12/97	
O-235-L2C	1508	11/18/97	
O-235-L2C	2010	11/19/97	
O-235-L2C	1536	11/24/97	
O-290	1257	9/4/96	
O-235-N2C	1511	10/29/97	L-23857-15
O-290-D2	1082	9/26/95	L-6019-21
O-290	1326	3/26/97	
O-320	1024	3/17/95	
O-320	1018	2/22/95	
O-320	1038	5/3/95	L-39272-27A
O-320	1045	5/24/95	
O-320	1084	9/28/95	
O-320	1116	1/8/96	
O-320	1125	1/8/96	
O-320	1169	2/28/96	
O-320	1175	3/7/96	
O-320	1184	3/28/96	
O-320	1189	8/27/96	
O-320	1202	4/30/96	
O-320	1212	5/10/96	

O-320	1283	10/17/96	
O-320	1316	12/21/96	
O-320	1340	2/25/97	L-24367
O-320	1347	2/18/97	
O-320	1360	3/10/97	
O-320	1361	3/10/97	
O-320	1436	5/29/97	
O-320	1468	8/14/97	
O-320	1474	8/22/97	L-13130-39A
O-320	1477	9/13/97	
O-320	1519	11/21/97	
O-320	1507	11/18/97	
O-320	1171	3/1/96	
O-320	1546	12/7/97	
O-320-A	1194	4/13/96	
O-320-A	1192	4/13/96	
O-320-A1A	1244	8/13/96	L-5270-27
O-320-A	1196	4/13/96	
O-320-A2B	1461	9/9/97	L-12626-27
O-320-A2B	1081	9/22/95	
O-320-B2C	1315	12/17/96	
O-320-B2B	1452	7/10/97	L-2977-39
O-320-D2J	1173	3/7/96	L-123412-39A
O-320-D2J	1172	3/4/96	L-13039-39A
O-320-D2J	1534	11/25/97	
O-320-D2J	1253	9/4/96	
O-320-D3G	1077	9/17/95	
O-320-D2J	1539	12/3/97	
O-320-D3G	1354	2/25/97	
O-320-D3G	1114	1/8/96	L-10983-39A
O-320-D3G	1544	12/3/97	
O-320-D3G	1370	3/26/97	H45247
O-320-E2A	1191	4/13/96	L-19377-27A
O-320-E2A	1103	11/10/95	L-26363-27A
O-320-E2A	1439	6/9/97	L-38003-55A
O-320-E2A	1317	12/21/96	L-15219-27A
O-320-E2D	1078	9/17/95	
O-320-E2D	1068	8/10/95	L-35528-27A
O-320-E2D	1181	3/14/96	
O-320-E2D	1177	3/9/96	L-44732-27A
O-320-E2D	1245	8/13/96	L-40483-27A
O-320-E2D	1241	8/9/96	L-42691-27A
O-320-E2D	1343	2/17/97	
O-320-E2D	1260	9/9/96	L-15300-15
O-320-E2D	1385	4/16/97	
O-320-E2D	1346	3/2/97	L-44320-27A
O-320-E2D	1533	11/25/97	
O-320-E2D	1458	7/18/97	
O-320-E2G	1338	3/10/97	L-38264-27A
O-320-E2D	1549	12/12/97	
O-320-E3D	1074	8/24/95	L-29495-27A
O-320-E3D	1034	4/18/95	L-29668-27A
O-320-E3D	1444	6/13/97	
O-320-E3D	1431	6/9/97	L-33770-27A
O-320-H2AD	1322	1/22/97	L-1530-78T
O-320-E3D	1500	10/7/97	L-33841-27A
O-360	1157	2/7/96	
O-360	1025	3/17/95	
O-360	1362	3/10/97	
O-360	1199	4/18/96	
O-360	1394	5/6/97	
O-360	1386	4/17/97	

O-360-A1A	1170	2/28/96	L-20677-36A
O-360	1528	11/19/97	
O-360-A1A	1239	8/5/96	
O-360-A1A	1214	5/14/96	L-20190-36A
O-360-A3A	1531	11/25/97	
O-360-A1D	1411	5/5/97	
O-360-A4A	1464	7/30/97	L-24796-36A
O-360-A4A	1270	9/27/96	L-14008-36A
O-360-A4A	1529	11/25/97	
O-360-A4A	1486	9/6/97	
O-360-B1B	1262	9/9/96	L-5261-51A
O-360-A4K	1166	2/22/96	L-26455-36A
O-540-A1B5	1132	1/9/96	L-1165-40
O-540-A1B5	1129	12/29/95	
IO-720	1510	10/26/97	
O-540-A1D5	1462	7/28/97	L-5661-40
TIO-540-A2	1111	1/10/96	
TIO-540-A2	1064	7/13/95	
TIO-540-R2AD	1106	11/27/95	L-5949-61A

Note: Blank spaces indicate unknown data. Where the engine S/N is blank in this table, it is either unknown or the crankshaft may not be installed in an engine.

- Requirement:** To prevent crankshaft failure due to cracking, which could result in an inflight engine failure and possible forced landing, accomplish the following:
- a) Determine if this AD applies, as follows:
1. Determine if any repair was conducted on the engine that required crankshaft removal during the February 1, 1995, to December 31, 1997, time frame; if the engine was not disassembled for crankshaft removal and repair in this time frame, no further action is required.
 2. If the engine and crankshaft was repaired during this time frame, determine from the maintenance records (engine log book), and Table 1 of this AD if the crankshaft was repaired by Nelson Balancing Service, Repair Station Certificate No. NB7R820J, Bedford, Massachusetts, USA. The maintenance records should contain the Return to Service (Yellow) tag for the crankshaft that will identify the company performing the repair. Also the work order number contained in Table 1 of this AD was etched on the crankshaft propeller flange, adjacent to the closest connecting rod journal. Because some etched numbers will be difficult to see, if necessary, use a 10X magnifying glass with an appropriate light source to view the work order number. In addition, the propeller spinner, if installed, will have to be removed in order to see this number.
 3. If it cannot be determined who repaired the crankshaft, compliance with this AD is required.
 4. If the engine and crankshaft were not repaired during the time frame specified in a) 1, or if it is determined that the crankshaft was not repaired by Nelson Balancing Service, no further action is required.
- b) Accomplish the following:
1. Perform a visual inspection as defined in paragraph b) 2 of this AD, magnetic particle inspection, and a dimensional check of the crankshaft journals, or remove from service affected crankshafts and replace with serviceable parts.
 2. For the purpose of this AD, a visual inspection of the crankshaft is defined as the inspection of all surfaces of the crankshaft for cracks which include heat check cracking of the nitrided bearing surfaces, cracking in the main or aft fillet of the main bearing journal and crankpin journal, including checking the bearing surfaces for scoring, galling, corrosion, or pitting.

Note: Further guidance on all inspection and acceptance criteria is contained in applicable Overhaul or Maintenance Manuals.

3. Replace any crankshaft that fails the visual inspection, magnetic particle inspection, or the dimensional check with a serviceable crankshaft, unless the crankshaft can be reworked to bring it in compliance with:

i) All the overhaul requirements of the appropriate Overhaul/Maintenance Manuals; or

ii) All of the approved requirements for any repair station which currently has approval for limits other than those in the appropriate Overhaul/Maintenance Manuals.

4. For the purpose of this AD, a serviceable crankshaft is one which meets the requirements of paragraph b) 3 i) or b) 3) ii) of this AD.

(FAA AD 98-17-11 refers)

Compliance: By 31 October 1998

Effective Date: 25 September 1998

DCA/LYC/196A Piston Pin Plug Wear – Inspection

Applicability: All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

Note 1: This AD revised to clarify the applicability and the compliance.

Note 2: This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

Requirement: To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions.

If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight.

(Lycoming Service Instructions 1267C and 1492C refer)

Compliance: For all remanufactured and overhauled engines fitted with affected piston pin end plugs:

Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

For all other engines in service fitted with affected piston pin end plugs:

At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/LYC/196 - 28 January 1999
DCA/LYC/196A - 25 June 2009

DCA/LYC/204B FAA AD 2004-10-14 Propeller Strike – Crankshaft Gear Inspection

Applicability: All direct drive piston engines except O-145, O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, and TIO-541 series.

Note 1: DCA/LYC/204B revised to include note 3 and clarify note 2 with regard to requirements for certifying release-to-service after maintenance.

Requirement: To prevent loosening or failure of the crankshaft gear retaining bolt as result of a propeller strike, which may cause sudden engine failure, accomplish the following:

Inspect the crankshaft counter-bored recess, the alignment dowel, the bolt hole threads and the crankshaft gear for wear galling corrosion and fretting per steps 1 through 5 of Lycoming MSB No.475C. Repair, if necessary, per MSB 475C.

Remove the existing gear retaining bolt and lockplate from service and install a new bolt and lockplate per steps 6 and 7 of MSB No.475C.

Do not reinstall any gear retaining bolt and lockplate that were removed in accordance with this AD.

Note 2: This AD mandates a particular inspection of one of the components of Lycoming engines that was found to be necessary by the United States FAA. Inspection by AD was required because the component was not adequately covered by the existing inspection requirements. As such this AD is additional to and not in lieu of the inspections required in the event of a prop strike.

The manufacturer's instructions for continued airworthiness include SB 533A which relates to maintenance which may be required in the event of a prop strike. The CAA strongly recommends compliance with Lycoming Mandatory SB 533A.

(FAA AD 2004-10-14 refers)

Compliance: Compliance with this AD is required before further flight if the engine has experienced a propeller strike.

Note 3: Compliance with this AD may be accomplished by adding the AD requirement to the aircraft AD logbook as a repetitive inspection, interval "as required".

Note 4: For the purposes of this AD a propeller strike is defined as follows:

1. Any incident, whether or not the engine is operating that requires repair to the propeller other than minor dressing of the blades.
2. Any incident during engine operation in which the propeller impacts a solid object that causes a drop in RPM and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.
3. A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.
4. The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal in the absence of oil pressure.

Effective Date: DCA/LYC/204 - 24 June 2004
 DCA/LYC/204A - 25 September 2008
 DCA/LYC/204B - 30 October 2008

DCA/LYC/223A FAA AD 2012-03-07 Carburettors – Inspection and Replacement

Applicability: All Lycoming reciprocating engines fitted with model HA-6 carburettors P/N 10-5219-XX, 10-5224-XX, 10-5230-XX, 10-5235-XX, 10-5253-XX, 10-5255-XX, 10-5283-XX, 10-6001-XX, 10-6019-XX and 10-6030-XX including all dash numbers.

Note 1: DCA/LYC/223A revised to clarify the applicability with no change to the AD requirement. Affected carburettors have a 'machined-from-billet' body.

Requirement: To prevent the mixture control sleeve from rotating in the carburetor body which could result in fuel restriction and a loss of engine power, accomplish the inspections and corrective actions specified in FAA AD 2012-03-07.

Note 2: A copy of FAA AD 2012-03-07 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2012-03-07 refers)

Compliance: Within the next 50 hours TIS from 29 March 2012 (the effective date of DCA/LYC/223), unless previously accomplished.

Effective Date: DCA/LYC/223 - 29 March 2012
 DCA/LYC/223A - 31 May 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2017-16-11 Connecting Rod Small End Bushings – Inspection

Applicability: All Lycoming engines listed in Table 1 of Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated 4 August 2017, and

All Lycoming engines that were overhauled or repaired using any replacement part listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August, 2017, which was shipped from Lycoming Engines during the dates listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August 2017.

Effective Date: 15 August 2017

2024-21-02 Cancelled – FAA AD 2026-04-11 refers

Effective Date: 8 April 2026

2026-04-11 Connecting Rod Assemblies and Bushing - Inspection

Applicability: Lycoming engines that have an affected P/N part fitted, and were assembled within the ship date range specified in Table 1 to paragraph (c) of FAA AD 2026-04-11.

Note 1: Since the issue of FAA AD 2024-21-02, the shipping date range for potentially affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified.
FAA AD 2026-04-11 retains the requirements in superseded FAA AD 2024-21-02 and expands the AD applicability.

Note 2: Affected P/N parts are known to be installed on AEIO-320 series, AEIO-360 series, AEIO-390 series, AEIO-540 series, AEIO-580-B1A, AIO-320 series, AIO-360 series, HIO-360 series, HIO-390-A1A, HIO-540-A1A, HO-360 series, IO-320 series, IO-360 series, IO-390 series, IO-540 series, IO-580 series, IO-720 series, IVO-360-A1A, IVO-540-A1A, LHIO-360 series, LIO-320 series, LIO-360 series, LO-360 series, LTIO-540 series, LTO-360 series, O-233-A1, O-235 series, O-290 series, O-320 series, O-340 series, O-360 series, O-435 series, O-540 series, SO-580 series, TEO-540 series, TIGO-541 series, TIO-360 series, TIO-540 series, TIO-541 series, TIVO-540-A2A, TO-360 series, TVO-435 series, TVO-540-A1A, VO-360 series, VO-435 series, VO-540 series, and VSO-580-A1A engines.

Effective Date: 8 April 2026

*** 2026-17-10 Piston Pin – Inspection and Replacement**

Applicability: Lycoming O-235, -A, -AP, -B, -BP, -C, -C1, -C1A, -C1B, -C1C, -C2A, -C2B, -C2C, -E1, -E1B, -E2A, -E2B, -F1, -F1B, -F2A, -F2B, -G1, -G1B, O-235-G2A, O-235-G2B, O-235-H2C, O-235-J2A, O-235-J2B, O-235-K2A, O-235-K2B, -K2C, -L2A, -L2C, -M1, -M2C, -M3C, -N2A, -N2C, -P1, -P2A, -P2C, and -P3C engines with a S/N listed in Table 2, or Table 3 of Lycoming Mandatory Service Bulletin No. (MSB) 667A, dated March 12, 2026 (Lycoming MSB 667A), and an installed piston pin with P/N LW-13445 with a FAA Form 8130-3 from the original equipment manufacturer for production dates between January 7, 2021 to December 15, 2025.

If the production date on the FAA Form 8130-3 cannot be determined, or if the FAA Form 8130-3 is not available, this AD is applicable.

Effective Date: 14 September 2026

Airworthiness Directive Schedule

Engines

Lycoming O-540 Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Lycoming **O-540** series engines manufactured under FAA Type Certificate Number **E-295**.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines.

State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory)
 3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
 4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 5. The date above indicates the amendment date of this schedule.
 6. New or amended ADs are shown with an asterisk *

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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.		
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DCA/LYC/103A FAA AD 59-10-07 Cylinder Baffle Clamps – Modification

- Applicability:** Model O-320, O-340, O-360, GO-480, IGSO-480 and O-540 series engines.
- Note:** No action required if already in compliance with DCA/LYC/103. This AD revised with Lycoming SB No. 254A no longer active. There is no change to the AD requirement. This AD is applicable to engines that are fitted with spring loaded baffle clamps and nuts.
- Requirement:** To prevent spring loaded baffle clamps becoming wedged between the cylinders replace the baffle clamps and nuts with newer designed retainers P/N 71611 and hooks P/N 71610 or 71629 as applicable, or with approved alternate parts. (FAA AD 59-10-07 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective date:** DCA/LYC/103A - 27 November 2008

DCA/LYC/109A FAA AD 64-16-05 Fuel and Oil Vent Restriction – Modification

- Applicability:** Model O-320, O-340, O-360 and O-540 series engines fitted with AC Fuel Pumps AC 5623-467 (Lycoming P/N 74082), AC 5656880 (Lycoming P/N 74082) and AC 6440152 (Lycoming P/N 74798), and Model IO-320-B1A, IO-360-A1A, IO-360-B1B, HIO-360-B1A, HIO-360-B1B and IO-540-C-B5 engines fitted with AC Fuel Pumps, AC 5623466 (Lycoming P/N 73973) and AC 5656696 (Lycoming P/N 73870).
- Note 1:** No action required if already in compliance with DCA/LYC/109. This AD revised with Lycoming SB No. 298 no longer active. There is no change to the AD requirement.
- Note 2:** This AD is not applicable to remanufactured engines or new engines shipped from the manufacturer after 1 April 1964, or carburettor engines fitted with adapter P/N 75250 and AC fuel pump 6440152 (Lycoming P/N 74798), or fuel injected engines fitted with AC fuel pump P/N 5656696 (Lycoming P/N 73870) and Lycoming adapter 75250 or fuel injected engines fitted with AC fuel pump P/N 6440160 (Lycoming P/N 74999).
- Requirement:** To prevent failure of the fuel pump oil seal which could result in engine oil draining overboard, ensure the engine is fitted with an approved fuel pump. (FAA AD 64-16-05 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective Date:** DCA/LYC/109 - 31 July 1964
DCA/LYC/109A - 27 November 2008

DCA/LYC/115A FAA AD 63-14-03 Oil Pump Drive Shaft - Inspection and Replacement

- Applicability:** Model O-540 series engines, S/N 101-40 through to 6129-40, and Model IO-540 series engines, S/N 101-48 through to 551-48, Not fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641.
- Note 1:** No action required if already in compliance with DCA/LYC/115. This AD revised with Lycoming SB No. 295 no longer active. There is no change to the AD requirement.
- Note 2:** This AD is not applicable to model O-540 engines, S/N 6130-40 onward, or model IO-540 series engines, S/N 552-48 onward, or remanufactured engines shipped from the manufacturer after 1 April 1963.
- Requirement:** To prevent failure of the oil pump drive shaft slot which could result in loss of pump drive and engine oil pressure, ensure that the engine is fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641, or an alternate approved oil pump drive shaft. (FAA AD 63-14-03 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective Date:** DCA/LYC/115 - 31 July 1964
DCA/LYC/115A - 27 November 2008

DCA/LYC/117A FAA AD 66-14-03 Crankshaft Idler Gear Shaft Replacement – Modification

- Applicability:** Model O-540-B2B5 engines, S/N 101-40 through to 8267-40 fitted to Piper PA-25 aircraft and Intermountain Manufacturing Company aircraft, except those engines remanufactured by Lycoming after 14 November 1965.
- Note:** No action required if already in compliance with DCA/LYC/117. This AD revised with Lycoming SB No. 308B no longer active. There is no change to the AD requirement.
- Requirement:** To prevent failure of the accessory drive chain gears due to crankshaft idler gear shaft retaining screws becoming loose, replace the crankshaft idler shaft P/N 70390 and accessory housing P/N 71648 with crankshaft idler shaft P/N 73014 and accessory housing P/N 75367 or 71648-85, or with alternate approved parts. (FAA AD 66-14-03 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective Date:** DCA/LYC/117 - 30 September 1968
DCA/LYC/117A - 27 November 2008

DCA/LYC/118B Magneto Drive Gears and Cushion Retainers - Inspection

- Applicability:** All O-540-A, -B and -C and IO-540-C1B5 engines
- Requirement:** Accomplish Lycoming SB 311
- Compliance:** Next overhaul
- Effective Date:** 30 September 1968

DCA/LYC/120A FAA AD 66-20-04 AC Oil Filter Adaptor Gasket – Replacement

- Applicability:** Model O-320, IO-320, O-340, O-360, IO-360, O-540, and IO-540 series engines fitted with AC oil filters,

Except model O-320-A, O-320-E series engines, S/N 16128-27 onward, model O-320-B, O-320-C and O-320-D series engines, S/N 6217-39 onward, model IO-320 series engines, S/N 2110-55A and 2113-55A onward, model O-360 series engines, S/N 9346-36A onward, model O-540 series engine, S/N 9770-40, 9800-40 and 9803-40 onward, and model IO-540 series engines, S/N 2831-48, 2835-48 and 2840-48 onwards.
- Note:** No action required if already in compliance with DCA/LYC/120. This AD revised with Lycoming SB No. 307 no longer active. There is no change to the AD requirement.
- Requirement:** To prevent failure of the oil filter adapter gasket P/N 74904 which could result in loss of engine oil, replace gasket with P/N 76691 or an alternate approved part and inspect the stud, cap screws and tapped holes in the accessory housing mounting pad for proper length or depth, as applicable.

Replace studs and cap screws of improper length and retap holes of insufficient depth as required.
(FAA AD 66-20-04 refers)
- Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.
- Effective Date:** DCA/LYC/120 - 30 September 1968
DCA/LYC/120A - 27 November 2008

DCA/LYC/136 Crankcase Bearing Dowel Replacement - Modification

Applicability: As detailed
Requirement: Accomplish Lycoming SI 1225D
Compliance: At next overhaul
Effective Date: 30 June 1972

DCA/LYC/150 FAA AD 73-23-01 Piston Pins - Inspection

Applicability: As detailed
Requirement: Accomplish Lycoming SB 367F.
 (FAA AD 73-23-01)
Compliance: Within the next 50 hours TIS
Effective Date: 30 September 1973

DCA/LYC/174F FAA AD 96-09-10 Oil Pump Impellers – Replacement

Applicability Engines fitted with sintered iron or aluminium oil pump impellers.
 Textron Lycoming SB 524 lists specific models and S/N that may be affected. All new, overhauled and remanufactured engines shipped from Textron Lycoming after 31 March 1985 are in compliance with this AD.
 Any engines that have complied with DCA/LYC/174B, C, D or E will have the latest (steel) oil pump impellers fitted and are in compliance with this airworthiness directive. Any engines that have complied with Textron Lycoming SB No. 456B, C, D, E or SB 524 will have the latest (steel) oil pump impellers fitted, and are in compliance with this AD.

For engines overhauled by other facilities, the type of oil pump impeller fitted must be determined. Examination of overhaul records or physical inspection to determine type of oil pump impeller fitted is required.

Note 1: No action required if already in compliance with DCA/LYC/174E. This AD revised with Lycoming SI No. 1009AJ now at revision AT and to include note 2 with no change to the AD requirement.

Requirement: To prevent failure of engine oil pumps, replace sintered iron or aluminium oil pump impellers per Textron Lycoming SB 524.

Note 2: Lycoming SI No. 1009AT and SB No. 524 or later FAA approved revisions pertains to the subject of this AD.
 (FAA AD 96-09-10 refers)

Compliance: Sintered iron oil pump impellers:
 Within the next 25 hours TIS unless previously accomplished.
Aluminium oil pump impellers (whichever occurs sooner):
 a) At the next oil pump removal, or
 b) Next engine overhaul (Not to exceed the hours specified for the particular engine model in SI 1009AS). Except for engines that have already exceeded the hours specified, or are within 200 hours TIS of reaching it, within the next 200 hours TIS, or
 c) By 18 January 2010.

Effective Date: DCA/LYC/174D - 2 August 1996
 DCA/LYC/174E - 30 August 1996
 DCA/LYC/174F - 18 December 2008

DCA/LYC/181 FAA AD 87-10-06R1 Rocker Arm Assembly - Inspection and Rework

Applicability: O-320-A, -B, -D, -E, series IO-320 series, O-360 series, IO-360-B series, AEIO-360-B series, O-540 series, IO-540-C4B5, -C4D5D, -D4A5, -V4A5D, -W1A5D, -W3A5D, AEIO-540-D series, TIO-540-AA1AD, -AB1AD.

With S/N's detailed in Avco Lycoming SB 477A including supplement 1.

Also any engines detailed in SB 477A that were remanufactured or overhauled between 1 July 1985 and 8 October 1986 inclusive and had P/N LW-18790 rocker arm assembly installed

Requirement: To preclude possible rocker arm failure and loss of engine power inspect and rework or replace rocker arm assembly P/N LW-18790 per Avco Lycoming SB 477A.

(FAA AD 87-10-06R1 refers)

Compliance: Within next 100 hours TIS for all applicable engines, unless already accomplished, and prior to installation for all P/N LW-18790 rocker arm assemblies not installed in engines

Effective Date: 30 March 1990

DCA/LYC/187 FAA AD 92-12-05 Piston Pin - Removal

Applicability: Models listed in Textron Lycoming SB 501B

Requirement: To prevent piston pin failure, accomplish the following:

1. For engines with S/N's listed in Textron Lycoming SB 501B, remove all piston pins P/N LW-14077 and replace with serviceable parts.

2. For engines not listed by S/N in SB 501B, determine if piston pin P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 has been fitted. Remove these pins from service and replace with serviceable parts.

3. Piston pins P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 that are not installed in engines are considered unairworthy and shall not be placed in service.

(FAA AD 92-12-05 refers)

Compliance: 1. At 100 hours TTIS or within next 50 hours TIS, whichever is the later.

2. At 100 hours TTIS or within next 50 hours TIS whichever is the later.

3. Before installation.

Effective Date: 2 October 1992

DCA/LYC/189 FAA AD 95-07-01 Connecting Rod Bolts - Removal

Applicability: All O-360, LO-360, HO-360, HIO-360, TIO-360, LIO-360, AEIO-360, O-540, IO-540, TIO-540, LTIO-540, IVO-540 AEIO-540, TIO-541 and IO-720 series engines that had connecting rod bolts replaced on or after 15 February 1994. This AD is not applicable to engines that contain replacement connecting rod bolts that were purchased directly from Textron Lycoming or Aircraft Technologies Inc. This AD does not apply to engines that were manufactured or remanufactured at Textron Lycoming.

Requirement: To prevent engine failure due to connecting rod bolt failure, which could result in damage to or loss of the aircraft accomplish the following:-

1. For engines that contain replacement connecting rod bolts installed on or after 15 February 1994 that were not purchased directly from Textron Lycoming or Aircraft Technologies Inc., visually inspect to determine if the connecting rod bolts are clearly identified by;

(a) raised letters; SPS, S, C, or FC, identifying them as Textron Lycoming parts, or
 (b) SL75060 etched on the head, identifying them as PMA parts manufactured by Superior Air Parts Inc., or

(c) AL75060 forged into the bolt head, identifying them as PMA parts manufactured by Aircraft Technologies Inc.

If the connecting rod bolts can be positively identified, as described in this paragraph, then no further action is required.

2. If the connecting rod bolts cannot be positively identified per paragraph 1 of this AD, prior to further flight remove unapproved connecting rod bolts and replace with serviceable parts.

(FAA AD 95-07-01 refers)

Compliance: Before further flight

Effective Date: 24 March 1995

DCA/LYC/190A FAA AD 97-01-03 Piston Pin - Removal

Applicability: Piston Pins P/N LW-14077 that were originally shipped from Textron Lycoming during the time period 15 December 1995 through 17 September 1996.

These piston pins may have been obtained individually, or be installed in:-
 Models and S/Ns of engines listed in Textron Lycoming Service Bulletin 527C.
 Overhauled engines and cylinder kits (including Superior Air Parts supplied kits that use P/N LW-14077 piston pins).

Note 1: Piston pins P/N LW-14077, are not fitted to O-235 series engines.

Requirement: To prevent piston pin failure and engine stoppage, accomplish SB 527C. Piston Pins marked with code 17328 (per SB527B Figure 1) must be removed before further flight.

(FAA AD 97-01-03 refers)

Compliance: Before 50 hours TTIS (piston pins). For piston pins that have already exceeded 50 hours TTIS, before further flight.

Note 2: The aircraft may be operated to a location where the requirements of this AD can be accomplished.

Effective Date: DCA/LYC/190 16 October 1996
 DCA/LYC/190A 6 June 1997

DCA/LYC/191 FAA AD 96-23-03 High Pressure Fuel Pump - Inspection

Applicability: Model IO-320, LIO-320, AEIO-320, IO-360, LIO-360, AEIO-360, HIO-360, TO-360, IO-540, O-540-L, LIO-540 and AEIO-540 series engines with high pressure fuel pumps P/N LW-15473 that have manufacturing date codes 154739506, 154739507 or 154739510.

Requirement: To prevent an in-flight engine stoppage due to fuel starvation, accomplish the following:-

Determine if the engine is fitted with a high pressure fuel pump P/N LW-15473 with manufacturing date codes 154739506, 154739507 or 154739510 per Textron Lycoming SB 525A. If any of these high pressure fuel pumps is found fitted, inspect and if necessary repair or replace with a serviceable high pressure pump per SB 525A before further flight.

(FAA AD 96-23-03 refers)

Compliance: Within next 5 hours TIS.

Effective Date: 4 November 1996

DCA/LYC/194 FAA AD 98-17-11**Repaired Crankshafts - Inspection**

Applicability: Models O-235, O-235-C1, O-235-C2C, O-235-L2C, O-235-N2C, O-290, O-290-D2, O-320, O-320-A, O-320-A1A, O-320-A2B, O-320-B2B, O-320-B2C, O-320-D2J, O-320-D3G, O-320-E2A, O-320-E2D, O-320-E2G, O-320-E3D, O-320-H2AD, O-360, O-360-A1A, O-360-A1D, O-360-A3A, O-360-A4A, O-360-A4K, O-360-B1B, IO-360-F1A6, AEIO-320-E1B, HIO-360-C1A, IO-320, IO-320-B1A, IO-360, IO-360-A1A, IO-360-A1B6, IO-360-B1E, IO-360-C, IO-360-C1C, IO-360-C1C6, IO-360-C1D6, IO-360-D, O-540-A1B5, O-540-A1D5, O-540-R2AD, IO-540, IO-540-C4B5, IO-540-S1A5, TIO-540-A2, LIO-320-C1A, LIO-360-C1E6, and IO-720 reciprocating engines; engines, with installed crankshafts repaired by Nelson Balancing Service, Bedford, Massachusetts, USA, Repair Station Certificate No. NB7R820J, between February 1, 1995, and December 31, 1997, inclusive, as listed (by work order (W/O)) in Table 1 of this AD.

Table 1

MODEL	W/O	DATE	ENGINE S/N
AEIO-320-E1B	1134	2/17/96	L-5653-55A
HIO-360-C1A	1155	2/7/96	L-12126-51A
IO-320	1141	1/17/96	
IO-320-B1A	1525	11/14/97	
IO-360	1314	12/17/96	
IO-360	IN6137	8/7/97	
IO-360-A1A	1230	6/10/96	L-474-51
IO-360-A1A	1289	10/23/96	L-4085-5174
IO-360-A1A	1415b	5/23/97	RL-3920-51A
IO-360-A1B6	1463	7/31/97	
IO-360-B1E	1312	12/12/96	L-4453-51A
IO-360-C	1146	1/23/96	R-51448-9-C
IO-360-C1C	1336	2/10/97	
IO-360-C1C	1518	12/9/97	
IO-360-C1C6	1530	11/25/97	
IO-360-C1C6	1537	12/9/97	L-19294-51A
IO-360-C1D6	1286	4/28/97	
IO-360-D	1540	12/2/97	
IO-360-F1A6	1176	3/7/96	L-27423-36A
IO-540	1014	2/8/95	
IO-540	1056	6/13/95	
IO-540	1302	12/5/96	
IO-540-C4B5	1313	12/17/96	L-19547-48
IO-540-S1A5	1513	10/27/97	L-19597-48A
IVO-435-G1A	1271	10/1/96	
LIO-320-C1A	1158	2/8/96	
LIO-360-C1E6	1280	10/7/96	
LIO-360-C1E6	1281	10/9/96	
O-235	1013	2/21/95	
O-235	1051	6/2/95	
O-235	1054	6/9/95	
O-235	1057	6/14/95	L-9041-15
O-235	1058	6/29/95	
O-235	1060	6/30/95	
O-235	1069	8/10/95	
O-235	1110	2/20/96	
O-235	1145	1/23/96	
O-235	1151	1/25/96	
O-235	1160	2/9/96	RL-24636-15
O-235	1305	12/5/96	L-22542-15
O-235	1329	2/11/97	
O-235	1332	2/11/97	
O-235	1481	9/2/97	

O-235-C1	1089	10/8/95	L-6475-15
O-235-C1	1188	4/2/96	L-7143-15
O-235-C1	1335	3/12/97	L-5569-15
O-235-C1	1367	3/24/97	
O-235-C2C	1019	2/24/95	L-12284-15
O-235-C2C	1040	5/8/95	
O-235-C2C	1105	12/1/95	L-12273-15
O-235-L2C	1030	4/6/95	L-14545-15
O-235-L2C	1036	4/24/95	
O-235-L2C	1037	4/24/95	L-23012-15
O-235-L2C	1050	6/2/95	L-15542-15
O-235-L2C	1062	7/5/95	L-18306-15
O-235-L2C	1067	8/8/95	
O-235-L2C	1070	8/10/95	L-16005-15
O-235-L2C	1095	11/14/95	RL-023227-15
O-235-L2C	1101	11/4/95	L-15300-15
O-235-L2C	1102	11/15/95	L-20183-15
O-235-L2C	1162	2/14/96	L-16114-15
O-235-L2C	1251	8/22/96	
O-235-L2C	1219	5/16/96	L-21215-15
O-235-L2C	1365	3/24/97	
O-235-L2C	1285	10/19/96	
O-235-L2C	1414	8/5/97	
O-235-L2C	1400	4/28/97	
O-235-L2C	1433	6/26/97	L-17074-15
O-235-L2C	1417	12/5/97	
O-235-L2C	1504	10/31/97	
O-235-L2C	1435	6/9/97	
O-235-L2C	1524	11/12/97	
O-235-L2C	1508	11/18/97	
O-235-L2C	2010	11/19/97	
O-235-L2C	1536	11/24/97	
O-290	1257	9/4/96	
O-235-N2C	1511	10/29/97	L-23857-15
O-290-D2	1082	9/26/95	L-6019-21
O-290	1326	3/26/97	
O-320	1024	3/17/95	
O-320	1018	2/22/95	
O-320	1038	5/3/95	L-39272-27A
O-320	1045	5/24/95	
O-320	1084	9/28/95	
O-320	1116	1/8/96	
O-320	1125	1/8/96	
O-320	1169	2/28/96	
O-320	1175	3/7/96	
O-320	1184	3/28/96	
O-320	1189	8/27/96	
O-320	1202	4/30/96	
O-320	1212	5/10/96	
O-320	1283	10/17/96	
O-320	1316	12/21/96	
O-320	1340	2/25/97	L-24367
O-320	1347	2/18/97	
O-320	1360	3/10/97	
O-320	1361	3/10/97	
O-320	1436	5/29/97	
O-320	1468	8/14/97	
O-320	1474	8/22/97	L-13130-39A
O-320	1477	9/13/97	
O-320	1519	11/21/97	
O-320	1507	11/18/97	
O-320	1171	3/1/96	

O-320	1546	12/7/97	
O-320-A	1194	4/13/96	
O-320-A	1192	4/13/96	
O-320-A1A	1244	8/13/96	L-5270-27
O-320-A	1196	4/13/96	
O-320-A2B	1461	9/9/97	L-12626-27
O-320-A2B	1081	9/22/95	
O-320-B2C	1315	12/17/96	
O-320-B2B	1452	7/10/97	L-2977-39
O-320-D2J	1173	3/7/96	L-123412-39A
O-320-D2J	1172	3/4/96	L-13039-39A
O-320-D2J	1534	11/25/97	
O-320-D2J	1253	9/4/96	
O-320-D3G	1077	9/17/95	
O-320-D2J	1539	12/3/97	
O-320-D3G	1354	2/25/97	
O-320-D3G	1114	1/8/96	L-10983-39A
O-320-D3G	1544	12/3/97	
O-320-D3G	1370	3/26/97	H45247
O-320-E2A	1191	4/13/96	L-19377-27A
O-320-E2A	1103	11/10/95	L-26363-27A
O-320-E2A	1439	6/9/97	L-38003-55A
O-320-E2A	1317	12/21/96	L-15219-27A
O-320-E2D	1078	9/17/95	
O-320-E2D	1068	8/10/95	L-35528-27A
O-320-E2D	1181	3/14/96	
O-320-E2D	1177	3/9/96	L-44732-27A
O-320-E2D	1245	8/13/96	L-40483-27A
O-320-E2D	1241	8/9/96	L-42691-27A
O-320-E2D	1343	2/17/97	
O-320-E2D	1260	9/9/96	L-15300-15
O-320-E2D	1385	4/16/97	
O-320-E2D	1346	3/2/97	L-44320-27A
O-320-E2D	1533	11/25/97	
O-320-E2D	1458	7/18/97	
O-320-E2G	1338	3/10/97	L-38264-27A
O-320-E2D	1549	12/12/97	
O-320-E3D	1074	8/24/95	L-29495-27A
O-320-E3D	1034	4/18/95	L-29668-27A
O-320-E3D	1444	6/13/97	
O-320-E3D	1431	6/9/97	L-33770-27A
O-320-H2AD	1322	1/22/97	L-1530-78T
O-320-E3D	1500	10/7/97	L-33841-27A
O-360	1157	2/7/96	
O-360	1025	3/17/95	
O-360	1362	3/10/97	
O-360	1199	4/18/96	
O-360	1394	5/6/97	
O-360	1386	4/17/97	
O-360-A1A	1170	2/28/96	L-20677-36A
O-360	1528	11/19/97	
O-360-A1A	1239	8/5/96	
O-360-A1A	1214	5/14/96	L-20190-36A
O-360-A3A	1531	11/25/97	
O-360-A1D	1411	5/5/97	
O-360-A4A	1464	7/30/97	L-24796-36A
O-360-A4A	1270	9/27/96	L-14008-36A
O-360-A4A	1529	11/25/97	
O-360-A4A	1486	9/6/97	
O-360-B1B	1262	9/9/96	L-5261-51A
O-360-A4K	1166	2/22/96	L-26455-36A
O-540-A1B5	1132	1/9/96	L-1165-40

O-540-A1B5	1129	12/29/95	
IO-720	1510	10/26/97	
O-540-A1D5	1462	7/28/97	L-5661-40
TIO-540-A2	1111	1/10/96	
TIO-540-A2	1064	7/13/95	
TIO-540-R2AD	1106	11/27/95	L-5949-61A

Note: Blank spaces indicate unknown data. Where the engine S/N is blank in this table, it is either unknown or the crankshaft may not be installed in an engine.

- Requirement:** To prevent crankshaft failure due to cracking, which could result in an inflight engine failure and possible forced landing, accomplish the following:
- a) Determine if this AD applies, as follows:
 1. Determine if any repair was conducted on the engine that required crankshaft removal during the February 1, 1995, to December 31, 1997, time frame; if the engine was not disassembled for crankshaft removal and repair in this time frame, no further action is required.
 2. If the engine and crankshaft was repaired during this time frame, determine from the maintenance records (engine log book), and Table 1 of this AD if the crankshaft was repaired by Nelson Balancing Service, Repair Station Certificate No. NB7R820J, Bedford, Massachusetts, USA. The maintenance records should contain the Return to Service (Yellow) tag for the crankshaft that will identify the company performing the repair. Also the work order number contained in Table 1 of this AD was etched on the crankshaft propeller flange, adjacent to the closest connecting rod journal. Because some etched numbers will be difficult to see, if necessary, use a 10X magnifying glass with an appropriate light source to view the work order number. In addition, the propeller spinner, if installed, will have to be removed in order to see this number.
 3. If it cannot be determined who repaired the crankshaft, compliance with this AD is required.
 4. If the engine and crankshaft were not repaired during the time frame specified in a) 1, or if it is determined that the crankshaft was not repaired by Nelson Balancing Service, no further action is required.
 - b) Accomplish the following:
 1. Perform a visual inspection as defined in paragraph b) 2 of this AD, magnetic particle inspection, and a dimensional check of the crankshaft journals, or remove from service affected crankshafts and replace with serviceable parts.
 2. For the purpose of this AD, a visual inspection of the crankshaft is defined as the inspection of all surfaces of the crankshaft for cracks which include heat check cracking of the nitrided bearing surfaces, cracking in the main or aft fillet of the main bearing journal and crankpin journal, including checking the bearing surfaces for scoring, galling, corrosion, or pitting.

Note: Further guidance on all inspection and acceptance criteria is contained in applicable Overhaul or Maintenance Manuals.

 3. Replace any crankshaft that fails the visual inspection, magnetic particle inspection, or the dimensional check with a serviceable crankshaft, unless the crankshaft can be reworked to bring it in compliance with:
 - i) All the overhaul requirements of the appropriate Overhaul/Maintenance Manuals; or
 - ii) All of the approved requirements for any repair station which currently has approval for limits other than those in the appropriate Overhaul/Maintenance Manuals.
 4. For the purpose of this AD, a serviceable crankshaft is one which meets the requirements of paragraph b) 3 i) or b) 3 ii) of this AD.

(FAA AD 98-17-11 refers)

Compliance: By 31 October 1998

Effective Date: 25 September 1998

DCA/LYC/196A Piston Pin Plug Wear – Inspection

Applicability: All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

Note 1: This AD revised to clarify the applicability and the compliance.

Note 2: This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

Requirement: To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions.

If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight.

(Lycoming Service Instructions 1267C and 1492C refer)

Compliance: For all remanufactured and overhauled engines fitted with affected piston pin end plugs:

Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

For all other engines in service fitted with affected piston pin end plugs:

At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/LYC/196 - 28 January 1999
DCA/LYC/196A - 25 June 2009

DCA//LYC/197 FAA AD 99-03-05 Crankshaft Gear Retaining Bolts - Replacement

Applicability: Model O-540-F1B5 engines, with the following Textron Lycoming Engine S/Ns, installed on but not limited to Robinson R-44 Helicopters.

L-24545-40A	L-25098-40A	L-25149-40A	L-25200-40A
L-24628-40A	L-25099-40A	L-25150-40A	L-25201-40A
L-24766-40A	L-25100-40A	L-25154-40A	L-25202-40A
L-24772-40A	L-25101-40A	L-25155-40A	L-25204-40A
L-25050-40A	L-25102-40A	L-25156-40A	L-25206-40A
L-25052-40A	L-25103-40A	L-25157-40A	L-25207-40A
L-25053-40A	L-25104-40A	L-25158-40A	L-25208-40A
L-25054-40A	L-25105-40A	L-25159-40A	L-25211-40A
L-25063-40A	L-25106-40A	L-25160-40A	L-25212-40A
L-25064-40A	L-25116-40A	L-25161-40A	L-25213-40A
L-25065-40A	L-25117-40A	L-25162-40A	L-25214-40A
L-25066-40A	L-25118-40A	L-25164-40A	L-25216-40A
L-25067-40A	L-25119-40A	L-25166-40A	L-25217-40A
L-25068-40A	L-25120-40A	L-25167-40A	L-25218-40A
L-25069-40A	L-25121-40A	L-25168-40A	L-25219-40A
L-25070-40A	L-25122-40A	L-25169-40A	L-25221-40A
L-25071-40A	L-25123-40A	L-25170-40A	L-25222-40A
L-25072-40A	L-25124-40A	L-25171-40A	L-25223-40A
L-25073-40A	L-25125-40A	L-25172-40A	L-25228-40A
L-25074-40A	L-25126-40A	L-25173-40A	L-25229-40A
L-25075-40A	L-25127-40A	L-25174-40A	L-25230-40A
L-25076-40A	L-25128-40A	L-25175-40A	L-25231-40A

L-25077-40A	L-25129-40A	L-25176-40A	L-25232-40A
L-25078-40A	L-25130-40A	L-25177-40A	L-25233-40A
L-25080-40A	L-25131-40A	L-25178-40A	L-25234-40A
L-25081-40A	L-25132-40A	L-25179-40A	L-25235-40A
L-25083-40A	L-25133-40A	L-25180-40A	L-25236-40A
L-25084-40A	L-25134-40A	L-25181-40A	L-25237-40A
L-25085-40A	L-25135-40A	L-25182-40A	L-25238-40A
L-25086-40A	L-25136-40A	L-25183-40A	L-25239-40A
L-25087-40A	L-25137-40A	L-25184-40A	L-25240-40A
L-25088-40A	L-25138-40A	L-25185-40A	L-25242-40A
L-25089-40A	L-25139-40A	L-25186-40A	L-25243-40A
L-25090-40A	L-25140-40A	L-25188-40A	L-25244-40A
L-25091-40A	L-25141-40A	L-25189-40A	L-25246-40A
L-25092-40A	L-25142-40A	L-25190-40A	L-25249-40A
L-25093-40A	L-25143-40A	L-25191-40A	L-25250-40A
L-25094-40A	L-25144-40A	L-25192-40A	L-25251-40A
L-25095-40A	L-25145-40A	L-25193-40A	L-25252-40A
L-25096-40A	L-25146-40A	L-25198-40A	L-25257-40A
L-25097-40A			

Requirement: To prevent failure of the crankshaft gear retaining bolts, which can result in engine failure and subsequent autorotation and forced landing, have the crankshaft gear retaining bolt, P/N STD-2209, replaced by Textron Lycoming or Robinson Helicopter Company.
(FAA AD 99-03-05 refers)

Compliance: Within next 10 hours TIS, or 3 days, whichever occurs first.

Effective Date: 12 February 1999

DCA/LYC/198 FAA AD 99-04-04 Slick Magneto Impulse Coupling – Inspection and Replacement

Applicability: Models O-540-B2B5, B2C5, E4B5, E4C5, G1A5, G2A5, IO-540-K1A5, K1B5, and K1G5 equipped with Slick Aircraft Products magneto model numbers 6251, 6252, 6255, 6351 and 6355.
These engines may be installed on, but not limited to, the following aircraft: Britten Norman BN-2A series, Piper PA-25-235, PA-25-260, PA-32-260 and PA-32-300.

Requirement: To prevent failure of the magneto impulse coupling, resulting in stoppage of the engine, accomplish the following:-
1. Inspect the components of the magneto impulse coupling for the conditions listed in steps 1 through 7 of the Textron Lycoming SB 537. Replace any impulse couplings found defective.

Note: SB 537 contains Slick SB SB1-98 in its entirety. The steps referenced in SB 537 are the same steps that are contained in the Slick SB SB1-98.

2. Remove the magneto impulse coupling and replace with a serviceable part.
(FAA AD 99-04-04 refers)

Compliance: 1. Within 10 hours TIS for engines on which the service history of the magneto is not known, or on which the magneto has greater than 250 hours TIS since new, factory rebuild, or overhaul.

For engines on which the magneto has less than or equal to 250 hours TIS since new, factory rebuild or overhaul, before accumulating 250 hours TIS since new, factory rebuild or overhaul, or within 10 hours TIS from the effective date of this AD, whichever is the later, and thereafter, at intervals not to exceed 250 hours TIS since the last inspection.

2. Before 2,000 hours TTIS.

Effective Date: 25 February 1999

DCA/LYC/200 Engine Nose Bearing – Inspection

Applicability: Model O-540, IO-540, TIO-540, LTIO-540, AEIO-540 and IO-720 series engines fitted with P/N LW-13885 series nose bearings with a (6-00) date stamp. Also listed engine models that were assembled new, have been rebuilt or overhauled after July 2000, and the nose bearing P/N or date stamp are unknown.

This AD is only applicable to those engines that have not yet exceeded 500 hours TIS since new/overhaul or since nose bearing replacement.

For any engine that was assembled new, last rebuilt, or overhauled before August 2000 and the nose bearing has not been replaced since, a suspect nose bearing will not be fitted to the engine.

Requirement: To detect failure of the engine nose bearing and prevent possible in-flight engine failure, accomplish the following:-

Check oil filter/screen content for premature or excessive engine component wear per Textron Lycoming Mandatory SB 480E, Part II. If abnormal metal content is found, determine the source and rectify as required. If the cause is found to be the failure of the nose bearing, notify the CAA.

From 5 July 2001 do not fit to any engine, P/N LW-13885 series nose bearings with a (6-00) date stamp.

Note: Lycoming SB No. 480E or later FAA approved revisions pertains to the subject of this AD.

(NZ Occurrence refers)

Compliance: Engines with less than 200 hours TIS since new/overhaul or since nose bearing replacement:-

Within next 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS.

Engines with more than 200 hours, but less than 500 hours TIS since new/overhaul or since nose bearing replacement:-

At each scheduled engine oil change.

Effective Date: 5 July 2001

DCA/LYC/202C FAA AD 2004-05-24 Zinc-Plated Crankshaft Gear Retaining Bolts - Removal

Applicability: All AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 series reciprocating engines with crankshaft gear retaining bolts, P/N STD-2209 installed, **except:**

O-540-F series engines to which DCA/LYC/197 applies and on which the bolt has not been subsequently replaced, and

Engines on which the bolt was installed during original assembly or was replaced by Lycoming per SB 554 after November 10, 1998, and

Engines with a bolt P/N STD-2209 supplied as part of a bolt replacement kit 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336, and

Engines with single-drive dual magnetos.

Note: This revised AD expands the population of affected engines, and the introduction of five kits for replacing the crankshaft gear retaining bolts.

Requirement: To prevent the loss of all engine power and possible forced landing, accomplish the following:

1. Engines that have complied with DCA/LYC/202B or earlier versions.

No further action is required for AEIO-540, LTIO-540, IO-540, O-540, and TIO-540 series engines that have a bolt, P/N STD-2209 that was included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or a bolt P/N STD-2209 that was installed by Lycoming per SB 554 after November 10, 1998, or an approved bolt with a P/N other than STD-2209.

If the installed crankshaft gear retaining bolt is not as described above, replace before further flight.

2. Bolts that have been replaced during field maintenance.

If the bolt on an AEIO, LTIO, IO, O, or TIO-540 series engine was replaced during field maintenance between November 27, 1996, and the effective date of this AD with a bolt that was **not** included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336 or an approved bolt with a P/N other than STD-2209, then replace the crankshaft gear retaining bolt with a new bolt supplied as part of gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336, or an approved bolt with a P/N other than P/N STD-2209, before further flight.

3. Engines listed by S/N in Lycoming MSB 554, Supplement 5, dated August 15, 2003 that have not previously complied with DCA/LYC/202B.

If an engine model and S/N is listed in Lycoming MSB 554, Supplement 5, dated August 15, 2003, replace the crankshaft gear retaining bolt with:

A new bolt included in gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or

Bolt STD-2247, or

An approved bolt with a P/N other than STD-2209.

Note: Information on replacing the bolt is contained in Lycoming SB No. 554, dated September 30, 2002.

(FAA AD 2004-05-24 refers)

Compliance:

1. Before further flight.
2. Before further flight.
3. Within next 10 hours TIS.

Effective Date: DCA/LYC/202B - 9 December 2002
DCA/LYC/202C - 25 March 2004

DCA/LYC/204B FAA AD 2004-10-14 Propeller Strike – Crankshaft Gear Inspection

Applicability: All direct drive piston engines except O-145, O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, and TIO-541 series.

Note 1: DCA/LYC/204B revised to include note 3 and clarify note 2 with regard to requirements for certifying release-to-service after maintenance.

Requirement: To prevent loosening or failure of the crankshaft gear retaining bolt as result of a propeller strike, which may cause sudden engine failure, accomplish the following:

Inspect the crankshaft counter-bored recess, the alignment dowel, the bolt hole threads and the crankshaft gear for wear galling corrosion and fretting per steps 1 through 5 of Lycoming MSB No.475C. Repair, if necessary, per MSB 475C.

Remove the existing gear retaining bolt and lockplate from service and install a new bolt and lockplate per steps 6 and 7 of MSB No.475C.

Do not reinstall any gear retaining bolt and lockplate that were removed in accordance with this AD.

Note 2: This AD mandates a particular inspection of one of the components of Lycoming engines that was found to be necessary by the United States FAA. Inspection by AD was required because the component was not adequately covered by the existing inspection requirements. As such this AD is additional to and not in lieu of the inspections required in the event of a prop strike.

The manufacturer's instructions for continued airworthiness include SB 533A which relates to maintenance which may be required in the event of a prop strike. The CAA strongly recommends compliance with Lycoming Mandatory SB 533A.
(FAA AD 2004-10-14 refers)

Compliance: Compliance with this AD is required before further flight if the engine has experienced a propeller strike.

Note 3: Compliance with this AD may be accomplished by adding the AD requirement to the aircraft AD logbook as a repetitive inspection, interval "as required".

Note 4: For the purposes of this AD a propeller strike is defined as follows:

1. Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.
2. Any incident during engine operation in which the propeller impacts a solid object that causes a drop in RPM and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.
3. A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.
4. The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal in the absence of oil pressure.

Effective Date: DCA/LYC/204 - 24 June 2004
DCA/LYC/204A - 25 September 2008
DCA/LYC/204B - 30 October 2008

DCA/LYC/206 FAA AD 2005-19-11 Crankshaft – Identification and Replacement

Applicability: All Lycoming AEIO-360, IO-360, O-360, LIO-360, LO-360 and, AEIO-540, IO- 540, O-540, and TIO-540 series engines, rated at 300 HP or lower, manufactured, rebuilt or overhauled after 1 March 1999, or that had a crankshaft fitted after 1 March 1999. These engines are used on, but not limited to Beech 76, BN-2 Islander, Cessna T182T, Mooney 201 and Piper PA-23-235 aircraft.

Requirement: To prevent failure of the crankshaft, which could result in total engine power loss, verify the engine S/N per tables 1, 2 or 3 of Lycoming Mandatory Service Bulletin (MSB) No. 566, and use table 4 in MSB 566 to verify the crankshaft S/N.

If the crankshaft S/N is listed in table 4 of MSB 566, replace with a crankshaft that is not listed in table 4 of MSB 566.
(FAA AD 2005-19-11 refers)

Note 1: No action is required for engines manufactured new, rebuilt, or overhauled before 1 March 1999, or had a crankshaft replaced before 1 March 1999.

Note 2: Crankshafts with S/Ns listed per table 4 of MSB 566 are not to be fitted to any engine.

Compliance: Within the next 50 hours TIS or by 27 April 2006, whichever is sooner, unless already accomplished.

Effective Date: 27 October 2005

DCA/LYC/209 FAA AD 2006-10-21 ECI Connecting Rods – Inspection and Replacement

Applicability: All 360 and 540 series engines listed in table 1 of FAA AD 2006-10-21 fitted with Engine Components Incorporated (ECi) connecting rods P/N AEL11750, S/Ns through to 54/6 manufactured between January 2002 and January 2004.

These engines are installed on, but not limited to, the aircraft listed in table 2 of FAA AD 2006-10-21.

Note 1: Connecting rods P/N AEL11750 can also be identified by the forging P/N AEL11488 (in raised letters) on the web of the connecting rod beam (between the big and small ends of the connecting rod).

Note 2: The ECi connecting rod serial number consists of two numbers. Number 54 is the lot number and 6 is the serial number.

Requirement: To prevent fatigue failure of connecting rods and the possibility of an uncommanded engine shutdown due to the possibility of having connecting rods fitted which have excessive variation in circularity of the journal bores, accomplish the following:

1. Inspect the aircraft maintenance records and engine logbook to determine whether the engine has been overhauled or repaired since new and also determine if ECi connecting rods, P/N AEL11750 have been fitted.

No further action is required if the engine has not been overhauled or repaired since new, or if the connecting rods are not ECi P/N AEL11750, or if the connecting rods are ECi P/N AEL11750 and the S/Ns are 54/7 or higher.

If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, accomplish requirement 2.

2. If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, replace with connecting rods which have a lot number which is 55 or higher, or replace with connecting rods which have a P/N not affected by this AD.

(FAA AD 2006-10-21 refers)

Note 3: Do not install ECi connecting rods P/N AEL11750 which have S/Ns 54/6 or lower into any engine.

Compliance:

1. Before further flight.
2. For engines fitted with connecting rods that have 2000 hours or more TIS:
Replace within the next 50 hours TIS.
For engines fitted with connecting rods that have less than 2000 hours TIS:
Replace the connecting rods at the next engine overhaul, or at the next accessibility of the connecting rod, but no later than 2000 hours TIS on the connecting rod.

Note 4: For the purpose of this AD, connecting rod accessibility is defined as any maintenance action in which a cylinder assembly is removed for maintenance.

Effective Date: 29 June 2006

DCA/LYC/210 FAA AD 2006-12-07 ECI Classic Cast Cylinders – Inspection and Replacement

Applicability: Models 320, 360 and 540 series parallel valve engines, specified in table 1 fitted with ECi cylinder assemblies P/N AEL65102 series "Classic Cast" having casting head markings EC 65099-REV- 1 and with S/Ns 1 through to 9879.

Note 1: The set of numbers appearing on the cylinder below and to the left of the S/N in the form of "12345-67" is not used for determining applicability.

TABLE 1.

Cylinder head P/N	Installed on engine models
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B. AIO-320-A1A, A1B, A2A, A2B, B1B, C1B. LIO-320-B1A.
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A. LIO-320-C1A.
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320-A1A, A2A.
AEL65102-NST07	IO-320-B1A, B1B. LIO-320-B1A.
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.
AEL65102-NST10	O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO-360-B1A, B1B, B1C. HO-360-A1A, B1A, B1B. HIO-360-B1A, B1B. AEIO-360-B1B. O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B2C5D, B4A5, B4B5, B4B5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5. IO-540-C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D.

Cylinder head P/N	Installed on engine models
AEL65102-NST12	O-360-A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO-360-C1A. LO-360-A1G6D, A1H6.

	HIO-360-B1A, B1B, G1A. LTO-360-A1A6D. TO-360-A1A6D. IO-360-B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO-360-B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O-540-A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO-540-C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D. AEIO-540-D4A5, D4B5, D4C5, D4D5.
AEL65102-NST26	IO-540-J4A5, R1A5. TIO-540-C1A, E1A, G1A, H1A.
AEL65102-NST38	IO-360-F1A. TIO-540-AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540-K1AD.
AEL65102-NST43	O-360-J2A. O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540-AB1A5, W1A5, W1A5D, W3A5D.
AEL65102-NST44	O-540-L3C5D.

Requirement: To prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head. If your engine was overhauled or repaired since new, do the following:

1. Determine if ECI cylinder assemblies, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and S/Ns 1 through 9879 are installed on your engine.

Note 2: Serial numbers may have an "L" prefix for a long reach spark plug.

If the cylinder assemblies are not ECI, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1, no further action is required.

2. If any cylinder assembly is an ECI P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and a S/Ns 1 through 9879, replace the cylinder assembly.

(FAA AD 2006-12-07 refers)

Compliance:

1. By 29 July 2006.
2. Before the cylinder assembly exceeds 800 hours TIS or within 50 hours TIS, whichever occurs later.

Effective Date: 29 June 2006

DCA/LYC/211 Crankshaft Idler Gears and Counterweight Rollers – Inspection and Replacement

Applicability Model O-540-F1B5 engines installed on R44 series aircraft fitted with fanshaft assembly P/N C007-5, per Robinson SB-14 and not fitted with counterweight rollers P/N 14W22647, per Textron Lycoming Service Instruction No. 1500

Requirement: To prevent engine timing gear failure due to the possibility of torsional vibration, accomplish the following:

1. Remove both magnetos. With the aid of an inspection mirror and suitable light, or a borescope, inspect the crankshaft idler gear assemblies for damage to the gear teeth.

With no cam load on the crankshaft idler gears, inspect the crankshaft idler gear assemblies. There should be no side play or excessive gear backlash.

If there is any indication of damage to the crankshaft idler gear assemblies, excessive gear backlash, damaged gear teeth, or any gear assembly side play, replace all damaged parts, as required, before further flight.

2. Replace counterweight rollers P/N 72022 with P/N 14W22647 counterweight rollers, per Textron Lycoming Service Instruction No. 1500.

(Occurrence 06/1484 refers)

Note 1: Initial signs of metal in the engine oil filter requires the inspection of the crankshaft idler gear assemblies.

Note 2: The accomplishment of requirement 2 is a terminating action to the requirements of this AD.

Compliance:

1. Within the next 100 hours TIS, and thereafter at intervals not to exceed 500 hours TIS, or after detection of metal in the engine oil filter, or with magneto removal, or after experiencing excessive engine vibration, until the accomplishment of requirement 2.
2. At engine overhaul, or when the crankcase is separated, whichever is the sooner.

Effective Date: 31 August 2006

DCA/LYC/213A FAA AD 2007-04-19R1 Superior Air Parts Cylinders – Replacement

Applicability: Superior Air Parts (SAP) cast cylinder assemblies P/Ns SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WH-A20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P and SL36006W-A21P.

These SAP cast cylinder assemblies may be fitted to the following Lycoming engines:

AEIO-320 -D, -E	IO-360 -B, -L, -M
AEIO-360 -B, -H	IO-540 -A, -C, -D, -N, -T, -V, -W
AEIO-540 -D	LIO-320 -B
AIO-320 -A, -B, -C	LO-360 -A
HIO-360 -B	O-320 -A, -B, -C, -D, -E, -H
HO-360 -C	O-360 -A, -B, -C, -D, -F, -G, -J
IO-320 -B, -D, -E	O-540 -A, -B, -E, -F, -G, -H, -J

Note 1: The affected cylinder assembly S/N range in this AD has been revised to narrow the applicability even further. Accomplishment of DCA/LYC/213 satisfies the requirements of this AD.

Requirement: To prevent cylinder head fatigue failure and separation at the head-to-barrel threaded interface that could lead to engine failure, accomplish the following:

1. Inspect the aircraft log books to determine which cast cylinder assemblies are fitted.

If the aircraft log books do not list the P/Ns of the cylinders fitted to the engine, then visually inspect the engine to determine which cylinders are fitted.

Replace cylinder assemblies S/N 47LE053559 through to 47LF053643, and 47SE054212 through to 47SF054251, and 52D0531708 through to 52H0532197, and 55E05223 through to 55G05289, and 32WE059006 through to 32WF059067, and 32WHE05379 through to 32WHE05392, and 326WF055517 through to 326WF055532, and 36TWF05430 through to 36TWG05453, and 36WF058058 through to 36WG058124, and 366WE056944 through to 366WF057061, and 366WF057150 through to 366WF057232, and 366WF057259 through to 366WG057534, and 366WG057556, 366WG057569, 366WG057598, 366WG057616, 366WG057621, 366WG057624, and 366WJ057770 through to 366WJ057776, and 366WL058131, per Superior Air Parts Mandatory SB B06-01, revision E, dated 24 January 2007.

Note 2: These affected S/Ns were manufactured between April 2005 and November 2005.

Note 3: The affected SAP cylinder head flanges are marked: SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S-A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, SA55000-A20P, SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WHA20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P or SL36006W-A21P.

2. Affected Superior Air Parts cast cylinder assemblies listed in Requirement 1 of this AD may not be installed on any engine.

(FAA AD 2007-04-19R1 refers)

Compliance:

1. At 150 hours TTIS (on affected SAP cylinders), or within the next 10 hours TIS, whichever is the later.
2. From the effective date of this AD.

Effective Date: DCA/LYC/213 - 12 March 2007
DCA/LYC/213A - 26 April 2007

DCA/LYC/217 FAA AD 2002-12-07 Oil Filter Converter Plate Gasket – Inspection and Replacement

Applicability: This AD is applicable to the following reciprocating engines models that were manufactured new, rebuilt or overhauled, or had the oil filter converter plate kit P/N LW-13904 or gasket P/N LW13388 replaced after 1 April 1999.

Model O-320-H1AD, -H1BD, -H2AD, -H2BD, -H3AD and -H3BD engines

Model (L)O-360-A1AD, -A1F6D, -A1G6D, -A1LD, -A3AD, -A4AD, -A5AD and -E1A6D engines

Model IO-360-A1B6D, -A1D6D, -A3B6D, -A3D6D, -C1E6D, -J1AD and -J1A6D engines

Model (L)TO-360-A1A6D, -C1A6D, -E1A6D and -F1A6D engines

Model TIO-360-C1A6D engines

Model (L)HIO-360 -E1AD, -E1BD and -F1AD engines

Model O-540-H1A5D, -H1B5D, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5D, -J3C5D and -L3C5D engines

Model IO-540-C4D5D, -K1A5D, -K1B5D, -K1E5D, -K1F5D, -K1G5D, -K1J5D, -L1A5D, -L1B5D, -M1A5D, -M1B5D, -M2A5D, -T4A5D, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -W1A5D and -W3A5D engines

Model (L)TIO-540-K1AD, -S1AD, -AA1AD, -AB1AD, -AB1BD, -F2BD, -J2BD, -N2BD, -R2AD, -T2AD and -V2AD engines

Model AEIO-540-L1B5D engines

Model TIO-541-E series engines

Model TIGO-541-D1A, -D1B and -E1A engines

Model IO-720-A1BD, -B1BD, -C1BD, -D1BD and -D1CD engines

Note 1: This AD supersedes DCA/LYC/199A and introduces requirement 3 as a terminating action to the repetitive replacement requirements of the converter plate gasket P/N LW-13388 and the oil converter plate kit P/N LW-13904.

Requirement: To prevent complete loss of engine oil and possible seizure of the engine and fire due to oil leaks between the converter plate and accessory housing, accomplish the following:

1. For engines with more than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:

Replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of Lycoming MSB 543A dated 30 August 2000 before further flight.

2. For engines with less than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:

Inspect the oil filter base for signs of oil leaks between the oil filter base and the accessory housing and also inspect for any evidence of the gasket extruding beyond the perimeter of the base. If any oil leaks are found, or if the seal is damaged, extruded, displaced or deteriorated, replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of MSB 543A before further flight.

3. Replace the oil filter converter plate gasket or oil filter converter plate kit per part II or part III of Lycoming Supplement No. 1 of MSB 543A dated 4 October 2000, or Lycoming MSB 543B dated 1 July 2003.

Note 2: Replacement of oil filter converter plate gasket P/N LW-13388 with a new gasket P/N 06B23072 per part II or part III of Supplement No. 1 of MSB 543A, or MSB 543B is a terminating action to requirements 1 and 2 of this AD.

Note 3: Lycoming SB No. 543A and Supplement No. 1 of MSB 543A pertains to the subject of this AD. SB No. 543B has superseded SB No. 543A and Supplement No. 1 of MSB 543A.

(AD 2002-12-07 refers)

Compliance:

1. Before further flight unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.
2. Within the next 10 hours TIS or the next 3 days, whichever occurs sooner unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.
3. By 18 December 2009, unless previously accomplished.

Effective Date: 18 December 2008

DCA/LYC/218 FAA AD 2009-26-12 ECI Titan Cylinders – Inspection and Replacement

Applicability: Model 320, 360 and 540 series parallel valve engines listed in table 1 of this AD, fitted with Engine Components Incorporated (ECi) Titan cylinder assembly P/N AEL65102, S/N 1138-02 through to 35171-22 and 35239-01 through to 42179-30 and cylinder head P/N AEL85099.

Note 1: This AD supersedes DCA/LYC/216. Since the issue of that AD there have been another 10 cylinder head separations of cylinder S/N not listed in that AD. The applicability of this AD revised to expand the affected cylinder assembly S/N range through to 42179-30.

- Note 2:** If the engine has not been overhauled since new, or a cylinder assembly has not been replaced since new, no further action is required.
- Note 3:** All affected cylinder assemblies are fitted with a cylinder head P/N AEL85099. The cylinder head P/N is located near the intake and exhaust valve springs at the top of the cylinder head. The cylinder assembly P/N which is difficult to see is located at the crankcase end of the cylinder assembly.
- Note 4:** The set of numbers appearing on the cylinder above and to the left of the S/N in the form of "123456" is not used for determining applicability.

Table 1:

Cylinder Assembly P/N:	Installed on Engine Models:
AEL65102-NST04	O-320- A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320- A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320- D1B, D2B, E1A, E1B, E2A, E2B. AIO-320- A1A, A1B, A2A, A2B, B1B, C1B. LIO-320- B1A
AEL65102-NST05	IO-320- C1A, C1B, C1F, F1A. LIO-320- C1A
AEL65102-NST06	O-320- A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320- A1A, A2A.
AEL65102-NST07	IO-320- B1A, B1B. LIO-320- B1A.
AEL65102-NST08	O-320- B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.
AEL65102-NST10	O-360- A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO-360- B1A, B1B, B1C. HO-360- A1A, B1A, B1B. HIO-360- B1A, B1B. AEIO-360- B1B. O-540- A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5. IO-540- C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5.

Cylinder Assembly P/N:	Installed on Engine Models:
AEL65102-NST12	O-360- A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO-360 –C1A. LO-360- A1G6D, A1H6.

	HIO-360 -B1A, B1B, G1A. LTO-360 -A1A6D. TO-360 -A1A6D. IO-360 -B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO-360 -B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O-540 -A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4C5, G1A5, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO-540 -C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D AEIO-540 -D4A5, D4B5, D4C5, D4D5.
AEL65102-NST26	IO-540 -J4A5, R1A5. TIO-540 -C1A, E1A, G1A, H1A.
AEL65102-NST38	IO-360 -F1A. TIO-540 -AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540 -K1AD.
AEL65102-NST43	O-360 -J2A. O-540 -F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540 -AB1A5, W1A5, W1A5D, W3A5D.
AEL65102-NST44	O-540 -L3C5D.

Requirement:

To prevent loss of engine power due to cracks in the cylinder assembly head-to-barrel interface and possible engine failure caused by separation of a cylinder head, accomplish the following:

1. Inspect the aircraft logbooks and/or the aircraft and determine if the engine has been overhauled since new, or if a cylinder assembly has been replaced since new.

No further action is required if the engine has not been overhauled since new, or a cylinder assembly has not been replaced since new.

If the engine has been overhauled since new, or a cylinder assembly has been replaced since new, determine if any ECI Titan cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 and 35239-01 through to 42179-30 and cylinder head P/N AEL85099 is fitted to the aircraft engine.

No further action is required if an ECI cylinder assembly P/N AEL65102 is not fitted to the engine.

No further action is required if an ECI cylinder assembly P/N AEL65102 is fitted to the engine, and the S/N is not an affected S/N.

If an affected S/N cylinder assembly is fitted to the engine, accomplish requirement 2 of this AD.

2. Visual Inspection:

Inspect the area around the exhaust valve side of the cylinder for cracks and any signs of black or white residue. Replace cracked cylinder assemblies before further flight. Information on cylinder assembly visual inspection can be found in ECI MSB No. 08-1.

Compression test:

Accomplish a standard cylinder differential compression test. If the cylinder pressure is below 70 lbs/square inch, apply a water and soap solution to the side of the leaking cylinder near the head-to-barrel interface.

If air leaks and bubbles are observed on the side of the cylinder assembly near the head-to-barrel interface, replace the cylinder assembly before further flight.

For cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 only, if the low cylinder pressure reading is as a result of leaking inlet or exhaust valves, or leaking piston rings, repair or replace the engine cylinder assembly before further flight.

3. Cylinder assemblies P/N AEL65102, S/N 35239-01 through to 42179-30 shall not be fitted to any engine, and shall not be repaired or reused.

(FAA AD 2009-26-12 refers)

Compliance:

1. Before further flight.
2. For cylinders with S/N 1138-02 through to 35171-22:

Accomplish a visual inspection and compression test before exceeding 350 hours TTIS on the cylinder, or within the next 10 hours TIS for a cylinders with between 350 hours TTIS and 2000 hours TTIS whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.

Replacement of cylinder assemblies fitted to helicopter engines: Before exceeding 1500 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 1500 hours TTIS, whichever occurs sooner.

Replacement of cylinder assemblies fitted to aeroplane engines: Before exceeding 2000 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 2000 hours TTIS, whichever occurs sooner.

For cylinders with S/N 35239-01 through to 42179-30:

Within the next 10 hours TIS accomplish a visual inspection and compression test.

Replace cylinders that pass the initial visual inspection and compression tests before exceeding 350 hours TTIS, and for cylinders with 350 or more hours TTIS replace within the next 25 hours TIS.

3. From 4 February 2010

Effective Date: 4 February 2010

DCA/LYC/223A FAA AD 2012-03-07 Carburettors – Inspection and Replacement

Applicability: All Lycoming reciprocating engines fitted with model HA-6 carburettors P/N 10-5219-XX, 10-5224-XX, 10-5230-XX, 10-5235-XX, 10-5253-XX, 10-5255-XX, 10-5283-XX, 10-6001-XX, 10-6019-XX and 10-6030-XX including all dash numbers.

Note: DCA/LYC/223A revised to clarify the applicability with no change to the AD requirement. Affected carburettors have a 'machined-from-billet' body.

Requirement: To prevent the mixture control sleeve from rotating in the carburetor body which could result in fuel restriction and a loss of engine power, accomplish the inspections and corrective actions specified in FAA AD 2012-03-07.

(FAA AD 2012-03-07 refers)

Compliance: Within the next 50 hours TIS from 29 March 2012 (the effective date of DCA/LYC/223), unless previously accomplished.

Effective Date: DCA/LYC/223 - 29 March 2012
DCA/LYC/223A - 31 May 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2012-19-01 Crankshaft – Identification and Replacement

Effective Date: 24 October 2012

2017-16-11 Connecting Rod Small End Bushings – Inspection

Applicability: All Lycoming engines listed in Table 1 of Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated 4 August 2017, and

All Lycoming engines that were overhauled or repaired using any replacement part listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August, 2017, which was shipped from Lycoming Engines during the dates listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August 2017.

Effective Date: 15 August 2017

DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection

Applicability: All Lycoming engines fitted with parallel valve cylinder and head assemblies listed in Table 1 of Lycoming Mandatory Service Bulletin (MSB) 634, dated 11 October 2018, or later FAA approved revision.

Note: DCA/LYC/224A revised to introduce a repetitive inspection requirement for affected parallel valve cylinder and head assemblies, until replacement per requirement 2 of this AD. Affected cylinder and head assemblies were supplied in cylinder kits and installed on all parallel valve engines (except O-235 model engines), that were supplied by Lycoming Engines between 1 September 2013 and 30 April 2015. To identify affected cylinder and head assemblies refer to Lycoming MSB 634.

Requirement: To prevent loss of engine power due to a cracked cylinder assembly, accomplish the following:

1. Inspection:
Inspect affected parallel valve cylinder and head assemblies for visible discolouration/residue on the cylinder fins. If residue is found on the cylinder fins, then the cylinder may be cracked and further investigation is required. Accomplish a compression test on affected cylinders (refer to Lycoming Service Instruction 1191A). If the compression value does not meet OEM requirements, then the cylinder may be cracked and further investigation is required. Any loss of compression may be due to a cracked cylinder assembly. If a whistling sound is evident while accomplishing the compression test, then the cylinder may be cracked and further investigation is required. If a cracked cylinder assembly is found, then replace all affected parallel valve cylinder and head assemblies fitted on the engine, before further flight.

2. Replacement:

Remove and replace all parallel valve cylinder and head assemblies listed in Table 1 of MSB 634, dated 11 October 2018, or later FAA approved revision.

Affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634 shall not be overhauled, refurbished, or repaired and returned to service.

From the effective date of this AD, an affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634, shall not be installed on any engine.

Compliance:1. Inspection:

Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. Replacement:

Replace all affected cylinder and head assemblies at the next engine overhaul.

Effective Date: DCA/LYC/224 - 25 October 2018
DCA/LYC/224A - 28 February 2019

2024-21-02 Cancelled – FAA AD 2026-04-11 refers

Effective Date: 8 April 2026

2026-04-11 Connecting Rod Assemblies and Bushing - Inspection

Applicability: Lycoming engines that have an affected P/N part fitted, and were assembled within the ship date range specified in Table 1 to paragraph (c) of FAA AD 2026-04-11.

Note 1: Since the issue of FAA AD 2024-21-02, the shipping date range for potentially affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified. FAA AD 2026-04-11 retains the requirements in superseded FAA AD 2024-21-02 and expands the AD applicability.

Note 2: Affected P/N parts are known to be installed on AEIO-320 series, AEIO-360 series, AEIO-390 series, AEIO-540 series, AEIO-580-B1A, AIO-320 series, AIO-360 series, HIO-360 series, HIO-390-A1A, HIO-540-A1A, HO-360 series, IO-320 series, IO-360 series, IO-390 series, IO-540 series, IO-580 series, IO-720 series, IVO-360-A1A, IVO-540-A1A, LHIO-360 series, LIO-320 series, LIO-360 series, LO-360 series, LTIO-540 series, LTO-360 series, O-233-A1, O-235 series, O-290 series, O-320 series, O-340 series, O-360 series, O-435 series, O-540 series, SO-580 series, TEO-540 series, TIGO-541 series, TIO-360 series, TIO-540 series, TIO-541 series, TIVO-540-A2A, TO-360 series, TVO-435 series, TVO-540-A1A, VO-360 series, VO-435 series, VO-540 series, and VSO-580-A1A engines.

Effective Date: 8 April 2026

*** 2026-17-10 Piston Pin – Inspection and Replacement**

Applicability: Lycoming O-540-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5, -A4E5, -B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5, -D1A5, -E4A5, -E4B5, -E4C5, -F1A5, -F1B5, -G1A5, -G2A5, -H1A5, -H1A5D, -H1B5D, -H2A5, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5, -J3A5D, -J3C5D, and -L3C5D engines with a S/N listed in Table 2, or Table 3 of Lycoming Mandatory Service Bulletin No. (MSB) 667A, dated March 12, 2026 (Lycoming MSB 667A), and an installed piston pin with P/N LW-13445 with a FAA Form 8130-3 from the original equipment manufacturer for production dates between January 7, 2021 to December 15, 2025.

If the production date on the FAA Form 8130-3 cannot be determined, or if the FAA Form 8130-3 is not available, this AD is applicable.

Effective Date: 14 September 2026

Airworthiness Directive Schedule

Engines

Arriel 2B, 2C, 2D, 2E and 2S Series

3 September 2026

- Notes:**
1. This AD schedule is applicable to Safran Helicopter Engines (previously Turbomeca) Arriel 2 series engines manufactured under EASA Type Certificate Number E.001.

Engine Models:	
Arriel 2B	Arriel 2C2
Arriel 2B1	Arriel 2D
Arriel 2B1A	Arriel 2E
Arriel 2B1B	Arriel 2S1
Arriel 2C	Arriel 2S2
Arriel 2C1	

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these engines.

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 *

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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.9

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DCA/TUR/17 Fuel Pump Body - Inspection

Applicability: Arriel 2S1, 2B and 2C, all S/N.

Requirement: To prevent fuel seepage from the fuel pump body and possible engine bay fire, accomplish the following:-

1. Inspect engine bay floor per Turbomeca SB 292 73 2803, for presence of fuel. If fuel is detected, refer to the Maintenance Manual for rectification and perform the inspection per part 2 of this AD.
2. Inspect the area specified by SB 292 73 2803 for fuel seepage. If fuel seepage is detected, remove and replace the HP/LP pump assembly before further flight.
3. Check the pump body material thickness per SB 292 73 2803. If the measured thickness is less than the criteria per the SB, replace the pump assembly with a pump body having correct thickness before further flight. This constitutes terminating action for this AD.

(DGAC AD 1999-285(A) refers)

Compliance:

1. After the last flight of each day, until part 3 of this AD is accomplished. This inspection may be accomplished by the pilot following instruction by the engineer responsible for the maintenance of the helicopter.
2. Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS, until part 3 of this AD is accomplished.
3. By 1 May 2000.

Effective Date: 24 September 1999

DCA/TUR/21 Centrifugal Impeller - Modification

Applicability: Arriel 2 series engines, all S/N.

Requirement: To prevent excitation of the impellor vanes leading to release of a vane and possible engine failure, accomplish the following:-

1. Modify Arriel 2S1, 2B engines by installing a sleeve in the bleed valve boss, per Turbomeca SB 292 72 2054.
2. For other Arriel engine variants, on which TU 54 modification is embodied, ensure the bonding of the sleeve in the bleed valve boss, per Turbomeca SB A 292 72 2070 Rev 1 (modification TU 70A).

(DGAC AD 2002-127(A) refers)

Compliance: Before 31 May 2002

Effective Date: 28 March 2002

DCA/TUR/33 Free Turbine Containment Shield – Inspection

Applicability: Arriel 2B and 2B1 engines fitted to Eurocopter AS 350 B3 and EC 130 helicopters and which do not have modification TU 22 embodied.

Requirement: Inspect the free turbine containment shield per paragraph 2 of Turbomeca Mandatory Service Bulletin No 292 72 2821. The free turbine containment shield must be replaced if the length or position of the crack(s) exceeds the criteria laid down in paragraph 2 of SB No. 292 72 2821.

(DGAC AD F-2005-162 refers)

Compliance: Within the next 10 hours TIS, and thereafter at intervals dependant on the inspection results per the inspection requirements of SB No. 292 72 2821.

Effective Date: 17 October 2005

DCA/TUR/50A Module 03 Turbine – Inspection

Applicability: Arriel 2B, 2B1, 2B1A engines not embodied with modification TU166.

These engines are known to be installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 aircraft.

Note: Revision A of this AD limits the applicability to those engines not embodied with modification TU166. This modification introduces HP blade dampers between the HP disc and the HP blade platform.

Requirement: To prevent the loss of blades on the HP turbine due to blade displacement and eventual blade fatigue, accomplish the following:

Inspect the HP turbine per the instructions in Turbomeca MSB No. 292 72 2825 version B dated 21 September 2009 or later EASA approved revisions.

If the inspections reveal rearward displacement of the HP turbine blades, accomplish the instructions in paragraph 2.B of MSB No. 292 72 2825.

(EASA AD 2007-0109R1 refers)

Compliance: Within the next 600 hours TIS or 500 cycles on the engine, whichever occurs sooner since the last HP turbine borescope inspection, unless previously accomplished, or

Within the next 100 hours TIS for module 03 HP turbines that have logged more than 600 hours TIS or 500 cycles since new, repair or overhaul and on which a borescope inspection was last performed more than 600 hours or 500 cycles ago, and

Thereafter repeat the inspection at intervals not to exceed 600 hours TIS or 500 cycles, whichever occurs sooner.

Effective Date: DCA/TUR/50 - 31 May 2007
DCA/TUR/50A - 26 November 2009

DCA/TUR/51 Cancelled – EASA AD Cancellation Notice 2007-0117-CN refers

Note: The requirements in superseded DCA/TUR/51 (EASA AD 2007-0117 refers) have been introduced in a Note in EASA TCDS E.001.

The Note in TCDS E.001 is applicable to Arriel 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1 and 2S2 engines turboshaft engines, which have previously been used by an operator (such as the military, customs, police or similar services), which have not been operated under the control of a National Civil Authority.

Before installing an affected engine in a civil registered aircraft, the engine must comply with the applicable Safran Helicopter Engines requirements specified in EASA TCDS No. E.001.

Effective Date: 22 February 2018

DCA/TUR/54 HMU Low Fuel Pressure Switch – Inspection

Applicability: Arriel 2B, 2B1 and 2B1A engines, all S/N

These engines are known to be installed on, but not limited to Eurocopter AS 350 B3 and EC 130 B4 aircraft.

Requirement: To prevent failure of the Hydro Mechanical Unit (HMU) low fuel pressure switch which could result in the internal components from the failed switch to jam the HP-LP fuel pump and cause the pump drive pin to shear, accomplish the following:

1. Inspect the HMU per the instructions in paragraph 2 of Turboméca Mandatory Service Bulletin (MSB) No. 292 73 2826 and determine the P/N of the low fuel pressure switch fitted to the HMU.

2. If a Hydra-Electric low fuel pressure switch P/N 9 550 17 956 0 is fitted, inspect the low fuel pressure switch and chamber of the HMU body.

If any parts from the low fuel pressure switch are found missing, or found in the HMU chamber, replace the HMU with a new or overhauled HMU which is fitted with an IN-LHC low fuel pressure switch.

If no parts are found missing, replace the low fuel pressure switch with an IN-LHC low fuel pressure switch.

3. If a IN-LHC low fuel pressure switch P/N 9 550 17 199 0 or P/N 9 550 17 913 0 is fitted, inspect and determine if a Hydra-Electric switch P/N 9 550 17 956 0 is fitted.

If a Hydra-Electric switch P/N 9 550 17 956 0 has been or may have been fitted, inspect the chamber of the HMU body. If any parts are found in the HMU chamber, replace the HMU with a new or overhauled HMU which is fitted with an IN-LHC low fuel pressure switch.

If the IN-LHC low fuel pressure switch has been fitted since new, repair or overhaul, no further action is required.

Note: Accomplish these requirements per the instructions in Turboméca Mandatory Service Bulletin 292 73 2826 original issue, or later approved revisions.

(EASA AD 2008-0077 refers)

Compliance: 1. 2. & 3. By 30 September 2009.

Effective Date: 29 May 2008

DCA/TUR/65A Module 04 Power Turbine – Life Limitation

Applicability: Arriel 1B, 1D and 1D1 engines, fitted with Modules M04 (Power Turbine) listed in figure 1 of Turboméca MSB A292 72 0827 version C.

Model Arriel 2B, 2B1 and 2B1A turboshaft engines, fitted with Modules M04 listed in figure 1 of Turboméca MSB A292 72 2833 version C.

Affected engines are installed on single engine helicopters. Arriel 1B, 1D and 1D1 turboshaft engines are known to be installed on, but not limited to, Eurocopter AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1 and AS 350 B2 helicopters, and

Arriel 2B, 2B1 and 2B1A turboshaft engines are known to be installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 helicopters.

Note 1: This AD revised to extend the life limit of the Module 04 power turbine blades from 2000 hours to 5000 hours TTIS and introduce later Turboméca MSB revisions which do not list any additional nonconforming turbine wheels.

Requirement: To prevent failure of the power turbine due to possible blade fatigue which could result in loss of engine power, accomplish the following:

1. For engines with 5000 or more cycles on the Module M04 Power Turbine (PT):

Replace the module M04, or the PT wheel assembly, or the PT blades per paragraph 2.B.(1)(b) of Turboméca MSB A292 72 0827 version C dated 15 July 2009 or later approved revisions for Arriel 1 engines and MSB A292 72 2833 version C dated 15 July 2009 or later approved revisions for Arriel 2 engines.

2. For engines with less than 5000 cycles on the Module M04 PT:

2.1 Change the cycle life limit of the PT blades in the engine log book to 5000 cycles per paragraph 2.B.(1)(a) of MSB A292 72 0827 for Arriel 1 engines and MSB A292 72 2833 for Arriel 2 engines.

2.2 Replace the module M04, or PT wheel assembly, or PT blades per paragraph 2.B.(1)(b) of MSB A292 72 0827 for Arriel 1 engines and A292 72 2833 for Arriel 2 engines.

Note 2: The S/N of affected PT wheel assemblies and Modules M04 (PT) are listed in figure 1 of the referenced MSB. These PT are known to be fitted with affected blades. The engine S/N are also provided where this information is available. If there is a conflict with S/N contact Turboméca for clarity.

(EASA AD 2009-0112R1 refers)

Compliance:

1. Before further flight unless previously accomplished
- 2.1 By 3 September 2009 unless previously accomplished.
- 2.2 Before accumulating 5000 cycles unless previously accomplished.

Effective Date: DCA/TUR/65 - 25 June 2009
DCA/TUR/65A - 27 August 2009

DCA/TUR/69 HMU Acceleration Control Axle – Inspection

Applicability: Arriel 2B engines not embodied with modification TU149.

These engines are known to be installed on, but not limited to, Eurocopter AS 350 B3 helicopters.

Note 1: This AD supersedes DCA/TUR/44 to introduce modification TU149 per Turbomeca SB 292 73 2149 version D dated 16 October 2009 to prevent the acceleration controller axle from sticking in its bearing.

Requirement: To prevent the acceleration controller axle from sticking in its bearing, which can result in difficulty or failure to control the fuel flow rate in manual or mixed mode, leading to unpredictable engine running which can cause gas generator or power turbine overspeed and in-flight engine shutdown, accomplish the following:

1. Perform a ground check in the mixed mode operation until accomplishment of paragraph 3 in Turboméca MSB A292 73 2814 version D dated 16 October 2009 or later EASA approved revisions. For the control system mixed mode refer to section 8 task 3C in the AS350 B3 AFM.

2. Inspect the fuel metering system and perform maintenance procedures per paragraph 2 of Turbomeca MSB A292 73 2814.

Note 2: Requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. The ground check 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 embodiment of modification TU149 is a terminating action to the requirements of this AD.

(EASA AD 2009-0246 refers)

Compliance: 1. Before the first flight of the day.
2. Within 20 hours TIS of receiving parts from Turbomeca, and thereafter at intervals not to exceed 200 hours TIS.

Effective Date: 26 November 2009

DCA/TUR/76 Hydromechanical Metering Unit (HMU) – Inspection

Applicability: Arriel 2B engines, all S/N fitted with HMU listed in Turboméca MSB A292 73 2841 version A.

These engines are known to be installed on, but not limited to Eurocopter AS 350 B3 helicopters.

Requirement: To correct possible incorrectly adjusted HMU which could result in loss of engine power in flight, accomplish the following:

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

If a HMU with P/N and S/N listed in Turboméca MSB A292 73 2841 version A is found fitted to the aircraft and the HMU is not already in compliance with SB 292 73 2840 version A, then accomplish either requirement 2 or 3 of this AD.

2. Replace the affected HMU with a serviceable HMU per the instructions in MSB A292 73 2841 version A.

3. Accomplish an engine functional test per the instructions in paragraph 2.B.(1)(a) of Turboméca MSB A292 73 2841 version A.

If the engine fails the functional test, replace the HMU with a serviceable part.

If the engine passes the functional test, accomplish the following actions:

- Within the next 4 months after the effective date of this AD, install software modification TU143 on the Engine Electronic Control Unit (EECU) per the instructions in Turboméca SB 292 73 2143, and
- Within the next 12 months after the effective date of this AD, replace the affected HMU with a serviceable HMU.

4. A HMU shall not be fitted on any aircraft or engine, unless the HMU is in compliance with the requirements of this AD.

Note 1: A serviceable HMU is a part which is not listed in MSB A292 73 2841 version A, or a HMU which has passed the inspection per the instructions in Turboméca SB 292 73 2840 version A.

Note 2: The replacement of an HMU with a serviceable HMU is a terminating action to the requirements of this AD.

Note 3: Turboméca MSB A292 73 2841 version A dated 04 July 2011, SB 292 73 2840 version A dated 28 June 2011 and SB 292 73 2143 initial issue dated 24 July 2007 and later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2011-0128-E refers)

Compliance: 1. 2. & 3. Before further flight.
4. From 9 July 2011.

Effective Date: 9 July 2011

DCA/TUR/85 Digital Engine Control Unit – Software Modification

Applicability: ARRIEL 2B1 and 2B1A engines, all S/N.

These engines are known to be installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 helicopters, and Changhe Aircraft Industries Corporation Z11 single-engine helicopters.

Note 1: This AD supersedes DCA/TUR/49 to expand the applicability to include ARRIEL 2B1A engines which require the embodiment of modification TU175 (software version 6). No AD action required for those ARRIEL 2B1 engines embodied with modification TU144C (software version 5.02).

Requirement: To prevent engine flame-out due to limitations of the Digital Engine Control Unit (DECU) software, accomplish the requirements in EASA AD 2012-0147.

Note 2: Turboméca MSB A292 73 2144 original issue, dated 05 January 2007, and Turboméca MSB A292 73 2175 version A, dated 06 July 2012 or later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

(EASA AD 2012-0147 refers)

Compliance: At the compliance times specified in EASA AD 2012-0147 unless previously accomplished.

Effective Date: 30 August 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2012-0124R1 Module M03 Gas Generator Turbine Blade – Modification

Effective Date: 2012-0124 - 23 July 2012
2012-0124R1 - 29 January 2013

2013-0170R1 Hydro-mechanical Metering Unit – Inspection

Effective Date: EASA AD 2013-0170 - 13 August 2013
EASA AD 2013-0170R1 – 25 April 2017

2013-0171 HMU Constant Delta Pressure Valve Diaphragm – Replacement

Effective Date: 13 August 2013

2014-0036 Accessory Gearbox (M01) – 41/23 Tooth Bevel Gear Assembly – Inspection

Effective Date: 25 February 2014

2015-0177 Cancelled – EASA AD 2017-0121 refers

Effective Date: 31 July 2017

2015-0213 Hydro Mechanical Unit - Inspection

Effective Date: 30 October 2015

2016-0004R1 Hydro-Mechanical Metering Unit – Inspection

Effective Date: EASA AD 2016-0004 - 20 January 2016
EASA AD 2016-0004 (Correction dated 5 Feb 2016) - 20 January 2016
EASA AD 2016-0004R1 - 29 April 2022

2010-0215R1 Cancelled – EASA AD 2017-0102 refers

Effective Date: 29 June 2017

2016-0055R1 Accessory Gearbox Module M01 – Inspection

Effective Date: EASA AD 2016-0055 - 31 March 2016
EASA AD 2016-0055R1 - 11 October 2016

2011-0218R1 Power Turbine Blades – Life Limitation

Effective Date: EASA AD 2011-0218 - 24 November 2011
EASA AD 2011-0218R1 - 4 May 2016

2016-0098 Hydro-Mechanical Metering Unit – Modification

Effective Date: 6 June 2016

F-2004-192 Torque Confirmation Box – Inspection

Compliance: 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. Repetitive inspections (if applicable) to be accomplished at the intervals specified in the DGAC AD.

Effective Date: 27 October 2016

2007-0063 Hydro-Mechanical Metering Unit Fuel Filter Drain Screw – Inspection

Compliance: 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. Repetitive inspections (if applicable) to be accomplished at the intervals specified in the EASA AD.

Effective Date: 27 October 2016

2009-0010R1 Digital Engine Control Unit (DECU) Software – Modification

Compliance: 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. Repetitive inspections (if applicable) to be accomplished at the intervals specified in the EASA AD.

Effective Date: 27 October 2016

2011-0249 Digital Engine Control Unit (DECU) – Inspection

Compliance: 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. Repetitive inspections (if applicable) to be accomplished at the intervals specified in the EASA AD.

Effective Date: 27 October 2016

2016-0235 Engine Front Support – Inspection

Effective Date: 8 December 2016

2017-0102R2 HP/LP Fuel Pump Metering Unit – Inspection

Applicability: Arriel 2B, 2B1 and 2B1A engines, all S/N.

Effective Date: EASA AD 2017-0102 - 29 June 2017
EASA AD 2017-0102R1 - 24 February 2022
EASA AD 2017-0102R2 - 5 September 2022

*** 2017-0121 Cancelled – EASA AD 2026-0153 refers**

Effective Date: 3 September 2026

2018-0273 Cancelled - EASA AD 2022-0083 refers

Effective Date: 26 May 2022

2019-0110 Torque Conformation Box - Inspection

Applicability: Arriel 2C, 2C1, 2S1 and 2S2 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters AS 365 N3, EC 155 B and Sikorsky S-76C helicopters.

Effective Date: 4 June 2019

2019-0180 Fuel Filter Pre-blockage Pressure Switch - Inspection

Applicability: Arriel 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1 and 2S2 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters AS 350 B3, EC 130 B4, AS 365 N3, EC 155 B and Sikorsky S-76C helicopters.

Note: The visual check as required by paragraph (1) of EASA AD 2019-0180 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: 8 August 2019

2020-0046 Digital Engine Control Unit – Inspection

Applicability: Arriel 2C and 2S1 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters AS 365 N3 and Sikorsky S-76C helicopters.

Effective Date: 26 March 2020

2022-0083 Cancelled – EASA AD 2025-0079 refers

Effective Date: 24 April 2025

*** 2025-0079 Cancelled – EASA AD 2026-0153 refers**

Effective Date: 3 September 2026

*** 2026-0153 Airworthiness Limitations - Amendment**

Applicability: Arriel 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1, 2S2, 2D, 2E, 2H, 2L2 and 2N engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters (previously Eurocopter, Eurocopter France and Aerospatiale) AS 350 B3 (H125) and EC 130 T2 (H130) helicopters, Airbus Helicopters Deutschland MBB-BK117 D-2 (EC 145 T2 or H145) helicopters, Sikorsky S-76C helicopters, Korea Aerospace Industries LAH and LCH helicopters and AVIC Aircraft Industry Group AC312E helicopters.

Effective Date: 3 September 2026

Airworthiness Directive Schedule

Engines

Safran Helicopter Engines – Arrius 1A Series

3 September 2026

- Notes:
- 1. This AD schedule is applicable to Safran Arrius 1A and Arrius 1A1 series engines manufactured under EASA Type Certificate Number E.080.
 - 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 Safran Helicopter Engines.

State of Design ADs applicable to these engines 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 *

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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.		
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DCA/TUR/55 Cancelled – EASA AD 2008-0133 superseded by EASA AD 2024-0148

Effective Date: 28 August 2024

DCA/TUR/57 Fuel Injection System – Modification

Applicability: Arrius 1A and 1E turboshaft engines, all S/N not embodied with Modification TU 63.

Requirement: To prevent an uncommanded inflight engine shutdown with a sudden selection of decreased collective pitch accomplish the following:

Embody modification TU 63 in accordance with Turbomeca SB No. 319 73 0016 revision 1 dated 22 December 1997.
(DGAC AD 1998-200 refers)

Compliance: By 30 December 2008 unless previously accomplished.

Effective Date: 30 October 2008

DCA/TUR/58 Fuel Injectors – Replacement

Applicability: Arrius 1A and 1E turboshaft engines, all S/N.

Requirement: To prevent an uncommanded inflight engine shutdown with a sudden selection of decreased collective pitch, replace main fuel injectors per the instructions in turbomeca SB No. A319 73 0071 original issue or later approved revisions.
(DGAC AD 2000-532 refers)

Compliance: At 1250 hours TTIS or within next 100 hours TIS, whichever is the later and thereafter at intervals not to exceed 1250 hours TIS.

Effective Date: 30 October 2008

DCA/TUR/59 Cancelled – AD F-2005-063R1 superseded by EASA AD 2024-0148

Effective Date: 28 August 2024

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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

2019-0266-E Module 02 / Gas Generator – Service Life

Applicability: Arrius 1A and 1A1 engines, all S/N.

Note: These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aérospatiale) AS355 N and AS355 NP twin-engine helicopters.

Effective Date: 29 October 2019

2022-0005 Airworthiness Limitations – Amendment

Applicability: Arrius 1A1 engines, all S/N.

Effective Date: 27 January 2022

2024-0148 Airworthiness Limitations – Amendment

Applicability: Arrius 1A engines, all S/N.

Effective Date: 28 August 2024

*** 2026-0128 (Correction) Hydromechanical Measuring Unit – Replacement**

Applicability: Arrius 1A engines, all S/N.

Note: These engines are known to be installed on, but not limited to Airbus Helicopters AS 355 N twin-engine helicopters.

Effective Date: EASA AD 2026-0128 - 9 July 2026
EASA AD 2026-0128 (Correction) - 3 September 2026

Airworthiness Directive Schedule

Aeroplanes

Yakovlev/Aerostar 3, 18, 50, 52 and 55 Series

3 September 2026

- Notes**
1. This AD schedule is applicable to Yakovlev/Aerostar 3, 18, 50, 52 and 55 series aircraft which have previously been operated in military service.
 2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to these 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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives/)

MPDs can be obtained directly from the UK CAA website at:
<http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Mandatory-Permit-Directives/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/YAK/1A Pneumatic System Isolation – Modification

Applicability: Yakovlev 52 series aircraft, all S/N.

Note 1: The requirement in DCA/YAK/1A revised to introduce an approved equivalent modification. This AD is prompted by overseas reports of brake system failures which resulted in accident damage to the aircraft, damage to other parked aircraft and airfield fixtures. It is possible to start the engine with the pneumatic system inadvertently switched off. The pneumatic energy stored in downstream systems (in the undercarriage, the flaps and the brakes) is sufficient to start the engine which could result in an inoperable braking system.

Requirement: To prevent brake system failure modify the pneumatic system per the instructions in Aerostar SB 7/1995 or embody an approved equivalent modification (FSL 2926 Ignition Switch Isolation is an equivalent modification).

Note 2: Aerostar SB No. 7/1995 introduces a modification which isolates the downstream pneumatic system.
A copy of Aerostar SB 7/1995 and the parts required for this modification can be obtained from YAK UK Ltd at: <http://www.yakuk.com/>
(UK CAA MPD 1997-009 refers)

Compliance: By 28 February 2014, unless previously accomplished.

Effective Date: DCA/YAK/1 - 29 March 2012
DCA/YAK/1A - 30 January 2014

DCA/YAK/2 Fabric Covered Control Surfaces – Structural Inspection and Repair

Applicability: Yakovlev 50 and 52 series aircraft, all S/N.

Requirement: To prevent failure of control surfaces due to possible corroded or poorly repaired internal structure, accomplish the following:

Inspect the internal structure of fabric covered control surfaces for corrosion and poor repairs with the aid of a borescope inspection method.

The internal structure access method must be in accordance with relevant aircraft manufacturer requirements, or in accordance with an acceptable method.

If any defects are found, repair the internal structure as required, before further flight.

Note: It may be possible to gain access to the internal structure of fabric covered control surfaces through the root end of the control surface, or through purpose made inspection holes and patches in the control surface fabric.
(UK MPD 1997-019R2 refers)

Compliance: Within the next 36 months or 1500 hours TIS whichever occurs sooner, unless previously accomplished in the last 36 months or 1500 hours TIS, and thereafter at intervals not to exceed 36 months or 1500 hours TIS whichever occurs sooner.

Effective Date: 29 March 2012

DCA/YAK/3 Harnesses – Inspection and Rework

Applicability: Yakovlev 50 and 52 series aircraft, all S/N fitted with a 'ball-latch' harness, and
Yakovlev 50 and 52 series aircraft, all S/N fitted with a thumb operated handbrake locking latch on the rear of the control column.

Note 1: This AD is prompted by overseas reports of the early "ball-latch" harness mechanisms failing under load. On aircraft fitted with 'cone-latch' harness and a thumb operated handbrake locking latch on the rear of the control column, the handbrake locking latch can foul the 'cone-latch' harness.

Requirement: To prevent failure of harnesses under load, or inadvertant fouling of the 'cone-latch' harness by the thumb operated handbrake locking latch on the rear of the control column, accomplish the following:

1. For all Yak 50 and 52 aircraft:

Determine the type of harness latching mechanism fitted to the aircraft.

If an early "ball-latch" harness is found fitted, replace with 'cone-latch' harness or with an equivalent acceptable harness.

2. For all Yak 50 aircraft fitted with 'cone-latch' harnesses:

Determine if the aircraft is fitted with a thumb operated handbrake locking latch on the rear of the control column.

If a thumb operated handbrake locking latch is found fitted, remove the locking latch, or alternatively embody control column modification 53-U (53-Y).

3. For Yak 52 aircraft, S/N 780102 through to 8910115 fitted with 'cone-latch' harnesses:

Determine if the aircraft is fitted with a thumb operated handbrake locking latch on the rear of the control column.

If a thumb operated handbrake locking latch is found fitted, remove the locking latch, or alternatively embody control column modification 53-U (53-Y).

Note 2: The safety harnesses of any unoccupied seat should be latched before flight to prevent fouling of the control column in flight.

(UK MPD 1997-020R1 refers)

Compliance: 1. By 29 September 2012.
2. By 29 September 2012.
3. By 29 September 2012.

Effective Date: 29 March 2012

DCA/YAK/4 Undercarriage Uplock Piston Assemblies – Inspection

Note 1: This AD is prompted by reports that the uplock piston assembly in both the nose wheel and main undercarriage pneumatic circuits are prone to the accumulation of dirt and moisture, which can cause corrosion. In addition, the deterioration of the rubber seals due to a lack of lubrication has been noted. There has been an overseas occurrence where corrosion prevented an up-lock catch releasing resulting in a wheels up landing.

Applicability: Yakovlev 3, C.11, 18 and 52 series aircraft, all S/N.

Requirement: To prevent failure of an undercarriage uplock piston assembly, which could result in a wheels up landing, accomplish the following:

Remove the uplock piston assembly (Yak 52 P/N 524705-30) in both the nose wheel and main undercarriage pneumatic circuits.

Dismantle and internally inspect the piston and cylinder for corrosion. Replace defective parts if corrosion is found. Inspect the seals and replace as required. Lubricated rubber parts with appropriate rubber grease.

Note 2: If the requirements of this AD are included in the approved maintenance programme, then compliance with the maintenance programme is acceptable to comply with the requirements of this AD.

(UK MPD 1998-016R2 refers)

Compliance: Within the next 50 hours TIS, unless previously accomplished in the last 200 hours TIS, and thereafter at intervals not to exceed 200 hours TIS.

Effective Date: 29 March 2012

DCA/YAK/5 Elevator Control System Pulley – Inspection

Applicability: Yakovlev 52 series aircraft, all S/N.

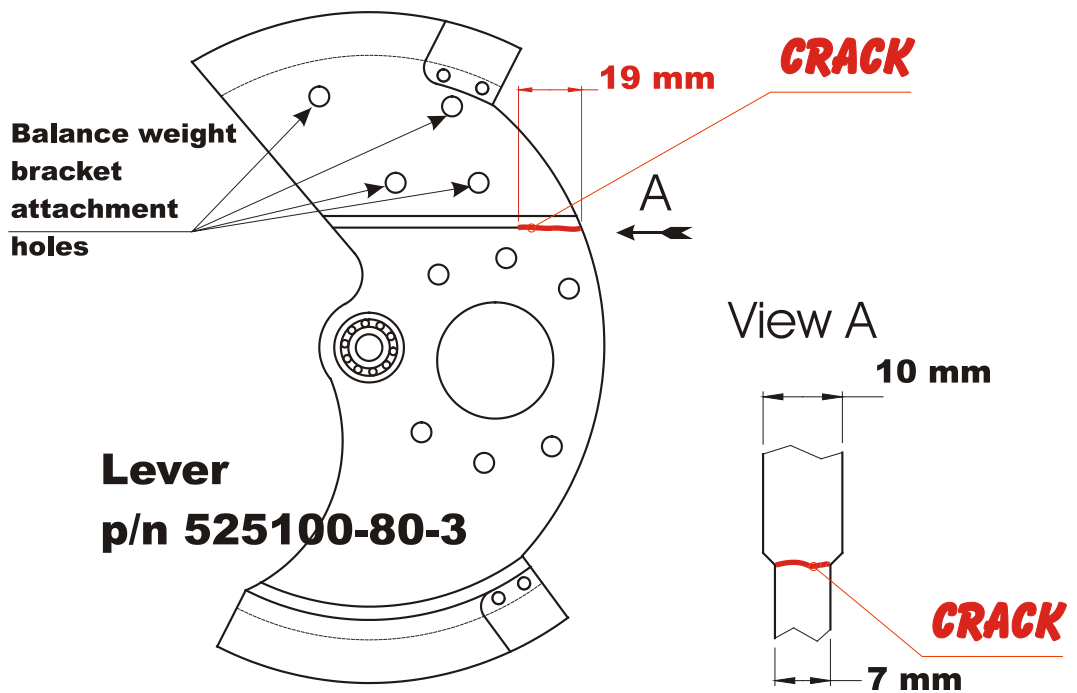
Note: This AD is prompted by a report of finding a 19 mm crack in the elevator control pulley P/N 525100-80-3 (referred to in the Romanian parts catalogue as a “lever”). The failure of this component could result in loss of elevator control.

Requirement: To prevent failure of the elevator balance weight flange/sector/lever P/N 525100-80-3 which could result in loss of elevator control, accomplish the following:

Inspect lever P/N 525100-80-3 for cracks using a dye penetrant method. Inspect in the area below the attachment of the balance weight bracket at the point where the section reduces from 10 mm to 7 mm.

If the lever is found cracked, replace affected parts before further flight.

Inspect the primary stops of the lever for damage and wear. If any defects are found, or if the rubber pads are excessively worn, replace affected parts before further flight.



(UK MPD 2000-004 refers)

Compliance: Within the next 50 hours TIS or the next maintenance inspection whichever occurs sooner, unless previously accomplished in the last 100 hours or 12 months, and thereafter at intervals not to exceed 100 hours TIS or 12 months whichever occurs sooner.

Effective Date: 29 March 2012

DCA/YAK/6 Cancelled – UK MPD 2002-009R3 refers

Effective Date: 20 March 2014

DCA/YAK/7A Pneumatic System Reservoirs – Inspection

Applicability: Yakovlev C.11, C.18A, 50, 52, 55 and 55M series aircraft, all S/N.

Note 1: This AD revised to remove the x-ray inspection requirement.

Requirement: To prevent failure of the pneumatic system reservoir due to possible corrosion which could result in serious structural damage and loss of aircraft control, accomplish the following:

1. After every flight:

Open the water trap of the pneumatic system reservoir and drain the accumulated water.

2. At intervals not to exceed 50 hours TIS or annually, whichever occurs sooner:

Remove the pneumatic system reservoir from the aircraft and drain the water.

3. At every annual inspection:

Remove the pneumatic system reservoir from the aircraft and clean the interior of the reservoir using a suitable method. Accomplish a detailed visual inspection of the internal surfaces of the reservoir with the aid of a borescope or similar inspection method. Light surface corrosion is acceptable. For all other corrosion, typically severe corrosion, pitting, exfoliation or any signs of distress, replace the reservoir before further flight.

4. At intervals not to exceed 60 months, or at the interval recommended by the aircraft manufacturer, whichever occurs sooner:

Accomplish a hydrostatic test of the pneumatic system reservoir per the manufacturer instructions, or per industry best practice for the testing of pneumatic system pressure vessels (typically 1.5 times working pressure). If the reservoir fails to hold the test pressure, or shows any signs of distress/distortion, replace the reservoir before further flight.

Note 2: If requirement 1 of this AD is included in the approved preflight inspection, then compliance with the approved preflight inspection is acceptable to comply with requirement 1 of this AD. Alternatively, requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. Requirement 1 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: If the requirements of this AD are included in the approved maintenance programme, then compliance with the maintenance programme is acceptable to comply with the requirements of this AD.

Note 4: The CAA is not aware of a corrosion inhibiting compound recommended by the aircraft manufacturer for use in the pneumatic reservoir or system. Operators/maintainer are reminded if they choose to use proprietary corrosion inhibiting compounds it is their responsibility to ascertain and technically justify the fitness for purpose of the compound they use.

(UK MPD 2004-004R1 refers)

Compliance: From 29 March 2012 (the effective date of DCA/YAK/7).

Effective Date: DCA/YAK/7 - 29 March 2012
DCA/YAK/7A - 27 October 2016

DCA/YAK/8 Rear Fuselage Barrier – Installation

Applicability: Yakovlev Yak 52 aircraft, all S/N.

Note 1: This AD introduces two barriers in the rear fuselage of the aircraft to close off the aft elevator quadrant from the cockpit area.

Requirement: To prevent loose articles migrating to the rear of the aircraft fuselage which could jam the aft elevator control, accomplish the following:

1. Install a barrier across the aft most fuselage frame opening. This frame is located aft of the flux detector and is accessible through the flux detector panel on the rear LH side of the fuselage beneath the tailplane. This barrier must cover the frame opening. The hole in the barrier to allow for the elevator control cable must be as small as possible. Before this fuselage barrier is installed, the enclosed areas behind the barrier must be thoroughly inspected for the presence of FOD.

Thoroughly inspect the area behind the aft most fuselage frame for the presence of FOD before installing the fuselage barrier.

2. Install a barrier across the upper two lightening holes in the rear fuselage forward tailplane attachment bulkhead. The hole in the barrier to allow for the elevator trim cables must be as small as possible.

Thoroughly inspect the area behind the rear fuselage forward tailplane attachment bulkhead for the presence of FOD before installing the fuselage barrier.

3. Revise the aircraft approved maintenance programme to include a requirement for the enclosed area behind the aft barrier to be inspected whenever the tailplane to fin fairing is removed, and at every annual maintenance inspection. This inspection may require the removal of the barrier if the inspection cannot be carried out by other means.

Note 2: Before any fuselage barriers are installed on the aircraft the enclosed areas behind the barriers (fore and aft of all fuselage frames) must be thoroughly inspected for the presence of FOD.

Note 3: The barriers must be installed under a modification using suitable aerospace fabric or an alternate equivalent acceptable material. Fuselage barrier modification Yak/61 satisfies the requirements of this AD.

The required parts for this modification can be obtained from Yak UK Ltd at <http://www.yakuk.com/>

(NZ Occurrence 12/218 and UK MPD 2004-006 refer)

Compliance:

1. By 29 June 2012.
2. By 29 June 2012.
3. By 29 June 2012.

Effective Date: 29 March 2012

DCA/YAK/9 Rear Cockpit Floor Barrier – Installation

Applicability: Yakovlev Yak 52 aircraft, all S/N.

Note 1: The investigation of a fatal Yak 52 accident overseas determined that it was possibly caused by a restriction in the flight controls. The most likely cause of the restriction was the buckle on the unsecured crotch strap of the rear cockpit occupant which became jammed in the flight controls.

Requirement: To prevent an unsecured harness in the rear cockpit possibly jamming the flight controls, accomplish the following:

1. Install a barrier on the rear cockpit floor to prevent loose articles jamming the elevator and aileron controls. This barrier must be positioned to cover the bay on the centreline immediately aft of the attachment point for the crotch strap. Longitudinally this bay extends aft to the next fuselage frame and laterally it extends between the two angles running fore and aft either side of the flight control rod.

Before installing the floor barrier thoroughly inspect the area below the rear cockpit floor for the presence of FOD.

2. Revise the aircraft approved maintenance programme to include a requirement for the area under the barrier to be inspected at every annual inspection. The barrier should be readily removable for this purpose.

Note 2: Before the cockpit floor barrier is installed on the aircraft the enclosed areas behind the barrier (below the floor in the area of the elevator and aileron controls) must be thoroughly inspected for the presence of FOD.

Note 3: The barrier must be installed under a modification using a suitable aerospace fabric or an alternate equivalent material. It is expected that the barrier will be metallic although alternate acceptable materials may be used.

Note 4: The safety harnesses of any unoccupied seat should be latched before flight to prevent fouling of the flight controls in flight.

(NZ Occurrence 12/218 and UK MPD 2008-005R1 refer)

Compliance:

1. By 29 June 2012.
2. By 29 June 2012.

Effective Date: 29 March 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.

UK CAA MPD 2002-009R3 Airframe Life Limitation

Applicability: Yakovlev Yak-50 aircraft, all S/N.

Effective Date: 20 March 2014

*** UK CAA MPD 2026-004 Landing Gear and Flap Actuator - Inspection**

Applicability: Yakovlev Yak-18A, Yak-50, Yak-52, Yak C.11 aircraft, all S/N.

Effective Date: 7 September 2026