



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 26-09

Effective date 24 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 26-09****24 September 2026**

Airbus Helicopters EC 130 Series	EASA AD 2023-0214R1	Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification	24 Sep 26
Airbus Helicopters EC 130 Series	EASA AD 2024-0144R1	Tail Rotor Drive Shaft - Inspection	24 Sep 26
Emergency Equipment	UK CAA AD G-2026-0004	Techtest PLB / ELT – Inspection	24 Sep 26
MD 369 Series, 500N & Kawasaki-Hughes 369 Series	FAA AD 2024-23-06	Cancelled - FAA AD 2026-19-01 refers	20 Oct 26
MD 369 Series, 500N & Kawasaki-Hughes 369 Series	FAA AD 2026-19-01	Cyclic Torque Tube Assembly - Inspection	20 Oct 26
MD 600N Helicopters	FAA AD 2024-23-06	Cancelled - FAA AD 2026-19-01 refers	20 Oct 26
MD 600N Helicopters	FAA AD 2026-19-01	Cyclic Torque Tube Assembly - Inspection	20 Oct 26
Rotax Engines	EASA AD 2026-0178-E	Turbocharger Valve Housing - Replacement	16 Sep 26
Rotax Engines	UK CAA MPD 2026-005-E	Turbocharger Valve Housing - Replacement	18 Sep 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. 26-10 is scheduled for issue on Thursday 29 October 2026.**

Notes on New and Revised Airworthiness Directives

Airbus Helicopters EC 130 Series EASA AD 2023-0214R1 Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification

This AD is prompted by an occurrence reported to EASA of finding degradation of the rear transmission shaft bearing support on an EC 130 T2 helicopter, where it was determined that all attachment rivets of the transmission shaft bearing support were sheared.

This condition, if not detected and corrected, could result in failure of the tail rotor drive shaft and subsequent loss of helicopter yaw control.

To address this potential unsafe condition, Airbus Helicopters (AH) issued Emergency ASB EC130-05A039 at original issue to provide inspection instructions.

Consequently, EASA issued AD 2021-0235-E to require repetitive visual inspections of the rivets on the rear transmission shaft bearing support and the local structure for presence of cracks and, depending on findings, the accomplishment of applicable corrective action(s).

After that AD was issued, an additional occurrence was reported of finding loose rivet heads on the outside face of the tail boom corner support. To address this occurrence, AH issued Emergency ASB EC130-05A039 Revision 1 to provide additional inspection instructions, and EASA issued AD 2021-0283-E, retaining the requirements of superseded EASA AD 2021-0235-E, and additionally requiring visual inspections of the rivet heads on the outside face of the tail boom corner support. That AD also required reporting the inspection findings to AH.

After that AD was issued, no further reports were received of missing, loose or sheared rivets, or cases of finding cracks. Flight tests accomplished by AH allowed an extension of the inspection interval. To reflect that, AH issued Emergency ASB EC130-05A039 Revision 2 and EASA issued AD 2021-0283R1.

After that AD was issued, it was identified that on some helicopters, a finishing paint was applied on the gutter which could prevent the detection of cracks. Consequently, AH issued ASB EC130-05A039 Revision 3, providing instructions to determine if any paint is present, and, depending on findings, required paint removal, and EASA issued AD 2023-0028, superseding AD 2021-0283R1 and requiring a one-time inspection for the presence of paint, and its removal if found to be applied.

After that AD was issued, AH developed a modification to reinforce the bearing support of the tail rotor drive shaft (TRDS) and issued a modification ASB. That modification simplified the inspection procedure and extended the repetitive inspections interval, and AH issued ASB EC130-05A039 Revision 5 accordingly.

Consequently, EASA issued AD 2023-0214 original issue, retaining the requirements of superseded EASA AD 2023-0028, and additionally required a TRDS modification.

Since AD 2023-0214 original issue was issued, it has been determined that helicopters which have embodied AH mod 0720245 (by incorporation of the modification ASB), AH mod 0790004 and AH mod 0790006 (as required by EASA AD 2024-0144) are no longer subject to the inspections in accordance with the instructions in AH ASB EC130-53A039 up to Revision 6, and therefore AH revised that ASB accordingly.

Considering that the compliance times for all required modifications have meanwhile expired, EASA AD 2023-0214 is revised to remove all the inspection requirements and related corrective actions, retaining only the modification requirements.

In parallel with the issue of EASA AD 2023-0214R1, EASA AD 2024-0144 also revised accordingly.

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

Airbus Helicopters EC 130 Series EASA AD 2024-0144R1 Tail Rotor Drive Shaft - Inspection

This AD is prompted by an occurrence reported to EASA of finding a crack in the tail boom of an EC 130 T2 helicopter during an inspection in accordance with the instructions in ASB EC130-05A039 (ref. EASA AD 2021-0283R1). During the preceding flight the pilot experienced a humming sound and vibrations in the pedals. A subsequent balancing of the tail rotor drive shaft revealed a high vibration level.

This condition, if not detected and corrected, could result in failure of the tail rotor drive shaft and subsequent loss of helicopter yaw control.

To address this potential unsafe condition, and as a precautionary/protective measure, AH issued ASB EC130-05A042 to provide measurement instructions.

Consequently, EASA issued AD 2022-0251-E to require repetitive checks and balancing of the tail rotor drive shaft by means of measurement of the vibration level. That AD also required the reporting of inspection results to AH.

After that AD was issued, it was identified that one of the vibration measurement tools mentioned in maintenance task B was providing different results than expected and the threshold had to be changed.

Consequently, AH issued ASB EC130-05A042 Revision 1, providing amended instructions, and EASA issued AD 2023-0190-E retaining the requirements in superseded AD 2022-0251-E, requiring additional work and introducing balance correction prohibition.

After that AD was issued, it has been determined that a used spline sleeve and sliding flange may be installed provided certain conditions are met. Subsequently, AH issued ASB EC130-05A042 Revision 2 to specify the type of part to be used in case of replacement, and EASA issued AD 2023-0190R1.

After that AD was issued, AH developed a modification, introducing a new rear rotor drive shaft, a new sliding flange, and a new splined sleeve, and issued the ASB, as defined in this AD, to extend the applicability for the new parts. These parts are less susceptible to cracks.

However, available data did not allow these parts as terminating action for the repetitive actions required by that AD.

Consequently, EASA issued AD 2024-0144, retaining the requirements of superseded EASA AD 2023-0190R1 requiring the modification of Group 1, Group 2 and Group 3 helicopters and expanding the required actions to the affected part having P/N 350A34-5020-01, P/N 350A34-5035-20, P/N 350A34-5035-01, P/N 350A34-5025-00 and P/N 350A34-5025-01.

Since EASA AD 2024-0144 was issued, it was demonstrated that, for helicopters having embodied AH MOD 0720245 (AH ASB EC130-53A049, required by EASA AD 2023-0214), AH MOD 0790004 and AH MOD 0790006, the interval for the repetitive vibration level measurement can be extended. The new interval is issued in AH Delivery Note DN.008.0140.1, which is expected to be incorporated in the Airworthiness Limitations Section (ALS) document for EC 130 T2 helicopters.

For the reason described above, this AD is revised to introduce reference to AH DN.008.0140.1, as acceptable method of compliance for the repetitive checks.

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

MD 369 Series, 500N, 600N & Kawasaki-Hughes 369 Series FAA AD 2026-19-01 Cyclic Torque Tube Assembly - Inspection

This AD is prompted by an occurrence reported to the FAA that additional torque tube assemblies are affected by the same unsafe condition addressed in FAA AD 2024-23-06 and should be included in the AD applicability.

The FAA propose to continue the required the actions in AD 2024-23-06, and expand the AD applicability to include all MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters regardless of the torque tube P/N.

The FAA is issuing this AD to prevent failure of the torque tube assembly, which, if not addressed, could result in reduced controllability and loss of helicopter control.

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

Rotax Engines EASA AD 2026-0178-E Turbocharger Valve Housing - Replacement

EASA Emergency AD 2026-0178-E with effective date 16 September 2026 is applicable to Rotax 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24, Rotax 916 iSc3 C24, all S/N.

These engines are known to be installed on, but not limited to, various general aviation aeroplanes and powered gliders. Installation of these engines was done by either the respective aircraft manufacturers or through a modification of the aircraft by Supplemental Type Certificate (STC).

NOTE: EASA AD 2026-0178-E is applicable to type-certified Rotax engines manufactured under EASA TCDS number E.121.

This AD is prompted by an occurrence reported to EASA of finding an oil leak in the area of the turbocharger valve housing during the final testing of a Rotax 916i engine on the production line.

The investigation revealed cracks in the wall of the valve housing due to insufficient thickness. Further investigation determined that this discrepancy was caused by a non-conform manufacturing process during production of the valve housing. The suspected production batches which might be affected have been identified.

This condition, if not detected and corrected, could result in cracks in the valve housing and oil leaks during engine operation. Such an event could result in smoke generation or an engine compartment fire, resulting in an in-flight engine shutdown, and possible loss of aircraft control.

To address this potential unsafe condition, BRP-Rotax issued BRP-Rotax ASB ASB-2026-002 original issue (Revision 00) dated 03 September 2026, or Revision 01 dated 11 September 2026 to provide the list of turbochargers delivered with an affected part, and instructions for replacement of the affected valve housings and for reidentification of the turbocharger.

For the reason described above, this Emergency EASA AD requires replacement of all affected parts and reidentification of the turbochargers.

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

Rotax Engines UK CAA MPD 2026-005-E Turbocharger Valve Housing - Replacement

UK CAA MPD 2026-005-E with effective date 18 September 2026 is applicable to Rotax 915 iS2 A, Rotax 915 iS3 A, Rotax 915 iS2 C24, Rotax 915 iS3 C24, Rotax 916 iS2 A, Rotax 916 iS3 A, Rotax 916 iS2 C24 and Rotax 916 iS3 C24 engines, all S/N.

These engines are known to be installed on various general aviation aeroplanes, microlights, and gyroplanes. Installation of these engines was done either by the respective aircraft manufacturers, or amateur constructors, or through a modification of the aircraft.

NOTE: UK CAA MPD 2026-005-E is applicable to non-type certified engines.

This UK CAA MPD is prompted by an occurrence of finding an oil leak in the area of the turbocharger valve housing during the final testing of a Rotax 916i engine on the production line.

The investigation revealed cracks in the wall of the valve housing due to insufficient thickness. Further investigation determined that this discrepancy was caused by a non-conform manufacturing process during production of the valve housing. The suspected production batches which might be affected have been identified.

This condition, if not detected and corrected, could result in cracks in the valve housing and oil leaks during engine operation. Such an event could result in smoke generation or an engine compartment fire, resulting in an in-flight engine shutdown, and possible loss of aircraft control.

To address this potential unsafe condition, BRP-Rotax issued BRP-Rotax ASB ASB-2026-002, Revision 01 dated 11 September 2026 to provide the list of turbochargers delivered with an affected part, and instructions for replacement of the affected valve housings and for reidentification of the turbocharger.

For the reason described above, this Emergency MPD requires replacement of all affected parts and reidentification of the turbochargers.

The UK CAA MPD can be obtained from the UK CAA webpage at: [MPD 2026-005-E: BRP Rotax GmbH & Co KG Rotax 915iS and 916iS engines: Engine – Turbocharger Valve Housing – Replacement | UK Civil Aviation Authority](#)

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS 24 September 2026

Schedule:	Date:	
AD Schedule Cover Page	24 SEP 26	
AD Schedule Revision Status	24 SEP 26	
List of New or Revised ADs	24 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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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	24 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	24 SEP 26	Lycoming Engines - FAA TC 1E1	26 MAR 26
MD 600N	24 SEP 26	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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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	24 SEP 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
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Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

24 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*** 2023-0214R1 Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters (AH) modification (mod) 074581, except those aircraft embodied with AH MOD 0720245, mod 0790004 and mod 0790006.**Effective Date:** EASA AD 2023-0214 - 21 December 2023
EASA AD 2023-0214R1 - 24 September 2026**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*** 2024-0144R1 Tail Rotor Drive Shaft - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters (AH) Modification 079809 in production.**Effective Date:** EASA AD 2024-0144 - 2 August 2024
EASA AD 2024-0144R1 - 24 September 2026**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

Emergency Equipment

24 September 2026

- Notes:**
1. This AD schedule is applicable to emergency equipment installed on aircraft.
 2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to emergency equipment installed on aircraft and can be obtained directly from the applicable NAA website.

Hyperlinks 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)
 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.....		
EASA AD 2012-0254R1	Flight Crew Oxygen Mask Regulator – Inspection	20
EASA AD 2014-0142R1	Oxygen Mask Regulator Inflatable Harness – Inspection	20
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EASA AD 2016-0024	Optical and Ambient Smoke Detectors – Inspection	21
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UK CAA AD G-2022-0009	Lifejackets – Inspection	23
EASA AD 2025-0222	Portable Breathing Equipment – Operational Instructions.....	24
EASA AD 2025-0297R1	Portable Breathing Equipment – Removal from Service	24
* UK CAA AD G-2026-0004	Techtest PLB / ELT – Inspection	24

DCA/EMY/1 Cancelled**DCA/EMY/2 Chromalloy Rescue Locator Beacons - Removal**

Applicability: All Chromalloy model RLB-6 (B), -6 (C) and -6 (D) rescue locator beacons installed in emergency equipment.

Requirement: FAA AD 74-24-07.

Compliance: By 2 December 1974

Notes: 1. A copy of the reference document may be obtained from the Director.

DCA/EMY/3 Cancelled**DCA/EMY/4 Operating Mechanism - Inspection**

Applicability: Beaufort Civil Aviation life jacket (reversible) Mk 7D, Mk 5D, Mk 11E, Mk 11F, Child Mk 2D, Infant Mk 1D and Baby's floating cot Mk 3D which incorporate operating mechanism C 1855 (P/N ME 48).

Requirement: Beaufort Air-Sea Equipment Ltd SB 035.

Compliance: At next scheduled maintenance.

Effective Date: 17 August 1977

DCA/EMY/5 Cancelled - DCA/SEAT/2 now refers**DCA/EMY/6 Lithium Sulphur Dioxide Batteries - Removal**

Applicability: All Lithium Sulphur Dioxide (LIS0₂) batteries which do not comply with TSO-C97 and are used in aircraft equipment such as emergency lighting systems, slide rafts, flashlights and ELTs. LIS0₂ batteries have been used in, but not limited to, following ELTs: Cessna Aircraft Company P/N's C-585511-0103, C-559510-0202, C-559510-0209, Leigh System's model Sharc 7 and Dorne Margolin model DM ELT 6.

Requirement: To prevent fire, explosion, corrosion or gas leakage, remove from service all affected Lithium Sulphur Dioxide Batteries. Where battery forms an integral part of equipment affected, complete unit must be removed.

(FAA AD 79-05-02 refers)

Compliance: By 6 May 1979.

Effective Date: 6 April 1979

DCA/EMY/7A Cancelled - DCA/SEAT/3 now refers**DCA/EMY/8 Life Jacket Inflation Mechanism - Functional Test**

Applicability: Walter Kidde Co. Ltd.

1. Miniflator Mk 2B WK P/N WKA.36044 (RFD P/N B.00735-009-0) used on RFD Life Jacket type 89 Mk 5.

2. Miniflator (plastic) WK P/N WKA.35153 (RFD P/N P.03494-118-1) used on RFD Life Jacket types 50C Mk 3D, 2E, 2F, 5, 6 and 7; 72 Mk 2 and 3; 78 Mk 4 and 6; 80 Mk 2 and 2D as detailed in Walter Kidde SB 25-109-8082.

Requirement: Accomplish functional test per Walter Kidde SB 25-109-8082.

Compliance: At next life jacket overhaul.

Effective Date: 7 December 1979

DCA/EMY/9 Cancelled - DCA/SEAT/4 now refers

DCA/EMY/10 Infant Life Jackets - Test

Applicability: RFD type 72 (infant) Mk 3 life jackets S/N 10475 and subsequent.
Requirement: Strength test per RFD SB 25-38. Rectify defective jackets prior to aircraft installation.
Compliance: By 30 September 1982.
Effective Date: 14 May 1982

DCA/EMY/11 Life Jackets - Inspection

Applicability: Beaufort (Air-Sea) Equipment life jackets Mk 6A.
Requirement: To establish serviceability accomplish:
 1. Inspect fabric for freedom from discoloration, brittleness to touch or porosity.
 2. Pressure test per manufacturer's instructions.
 Remove from service any life jacket found defective.
Compliance: By 30 November 1983, unless already accomplished within last 6 months.
Effective Date: 21 October 1983

DCA/EMY/12 Life Jackets - Pressure Test

Applicability: All RFD type 102 Marks 1, 1B, 2, 2A, 2B, and 2BA (adult and crew) and type 105 Mk 1 (infant) life jackets manufactured prior to 1980.
Requirement: Pressure test per RFD Ltd SB 25-33. Remove from service any life jacket found defective.
Compliance: Not later than next life jacket servicing.
Effective Date: 20 April 1984

DCA/EMY/13 Cancelled - DCA/SEAT/5 now refers

DCA/EMY/14 Cancelled - DCA/SEAT/6 now refers

DCA/EMY/15 Cancelled - DCA/SEAT/7 now refers

DCA/EMY/16 Cancelled - DCA/SEAT/8 now refers

DCA/EMY/17 Portable Fire Extinguisher - Inspection

Applicability: Fire Fighting Enterprises (UK) cabin portable fire extinguishers Halon 1211 and Water Glycol with discharge head assemblies P/N BA20296, BA20661, 15-0122-A, BA20872, BA22593, BA20297, 15-0123-A, manufactured from 1985 to 1990 week 31 inclusive, which are fitted to:

(a) Halon 1211 (BCF) fire extinguishers P/N BA20703, BA20703R, BA20703S, BA20703SR, BA20703G, BA20703GR, BA51015, BA51015R, BA51015S, BA51015SR, BA51015G, BA51015GR, BA51015GSR, BA51012S, BA51012SR, BA20789, BA20789R, BA20789Y, BA20789G, BA20789GR, BA22594, BA22594R, BA22594Y.

(b) Water Glycol fire extinguishers P/N BA61016/WG, BA61016/WGS.

Requirement: To prevent used or part used extinguishers appearing as serviceable, inspect and install a new safety catch per Fire Fighting Enterprises (UK) Alert SB A26-106.

(UK CAA AD 018-10-90 refers)

Compliance: Inspect within next 3 months. Remove from service per the SB any extinguishers that fail the inspection.

Install a new safety catch within next 6 months.

Effective Date: 22 February 1991

DCA/EMY/18 Portable Fire Extinguisher - New Trigger Installation

Applicability: Cabin portable fire extinguishers Halon 1211 and Water Glycol, manufactured by First Technology Fire and Safety Ltd (formerly Fire Fighting Enterprises (UK) Ltd), with discharge head assemblies P/Ns BA20296-2, BA20297-2, BA20661-2, BA20872-2, BA22593-2, 15-0122-A-2 and 15-0123-A-2, which are fitted to:

(a) Halon 1211 (BCF) Fire Extinguishers, P/Ns BA20703-2, BA20703R-2, BA20703SR-2, BA20703G-2, BA20703GS-2, BA20703GR-2, BA20703GSR-2, BA20789-2, BA20789S-2, BA20789R-2, BA20789Y-2, BA20789SR-2, BA20789SY-2, BA20789G-2, BA20789GS-2, BA20789GR-2, BA20789GY-2, BA20789GSR-2, BA20789GSY-2, BA21741-1, BA21741S-1, BA21741SR-1, BA21741GS-1, BA21741GR-1, BA21741GSR-1, BA21775-2, BA21775R-2, BA21775G-2, BA21775GR-2, BA21783-2, BA21783S-2, BA21783R-2, BA21783SR-2, BA21783G-2, BA21783GS-2, BA21783GR-2, BA21783GSR-2, BA22594-2, BA22594R-2, BA22594Y-2, BA22594GR-2, BA51012-2, BA51012S-2, BA51012R-2, BA51012SR-3, BA51012G-2, BA51012GS-2, BA51012GR-2, BA51012GSR-2, BA51015-2, BA51015S-2, BA51015R-2, BA51015SR-2, BA51015G-2, BA51015GS-2, BA51015GR-2, BA51015GSR-2.

(b) Water Glycol Fire Extinguishers, P/N BA61016WG-2 and BA61016WGS-2.

Requirement: To prevent extinguisher failure due to broken trigger fit new trigger per Fire Fighting Enterprises (UK) Ltd SB 26-108.

(UK CAA AD 004-09-92 refers)

Compliance: By 30 June 1994.

Effective Date: 24 December 1993

DCA/EMY/19 Protective Breathing Equipment - Replacement

- Applicability:** Puritan-Bennett Aero Systems Co (PBASCo) crewmember protective breathing equipment (PBE), P/N 119003 and 119003-01.
These may be installed on, but not limited to SAAB SF340 series and Embraer EMB-110 series aircraft.
- Requirement:** To prevent failure of a PBE unit because of a deteriorated neck seal, inspect for existence of a yellow label attached to the red rip tag per PBASCo SB 119003-35-1. Remove from service any unit that does not have the yellow tag.
(FAA AD 93-24-16 refers)
- Compliance:** By 18 March 1996.
- Effective Date:** 18 March 1994

DCA/EMY/20 Eros Oxygen Mask Regulator - Modification

- Applicability:** Eros series MF10-()-() full face quick donning mask regulators, installed on but not limited to Piper PA31T and PA42 series aircraft.
- Requirement:** To prevent failure of the pin securing the mask shell to the face piece accomplish the following:-
Replace the face piece and mask shell securing screw per Eros SB MF10-35-44 for model MF10-05-01 or SB MF10-35-46, revision 1 for all other series MF10-()-().
(FAA AD 94-06-04 refers)
- Compliance:** By 31 December 1994.
- Effective Date:** 8 July 1994

DCA/EMY/21 Cancelled - DCA/RAD/6 now refers**DCA/EMY/22 Crew Oxygen Mask Regulator - Modification**

- Applicability:** Puritan Bennett Sweep-On Model 2000 crew oxygen masks as listed in Puritan Bennett SB 174250-35-1. These may be installed on, but not limited to Cessna Model 500 Series aircraft.
- Requirement:** To ensure correct operation of oxygen mask, modify mask per Puritan Bennett SB 174250-35-1.
(FAA AD 94-19-06 refers)
- Compliance:** By 28 February 1995.
- Effective Date:** 23 December 1994

DCA/EMY/23 Cancelled - DCA/SEAT/9 now refers

DCA/EMY/24 Portable Passenger Oxygen Masks - Replacement

- Applicability:** Puritan Bennett Aero Systems Co Series 174290 Constant Flow Airline Portable Oxygen Masks, P/N 174290-14, 174290-24, 174290-34, 174290-44, and 174290-54, that have a manufacturing date between September 1992 to August 1996.
- Requirement:** To prevent restricted oxygen flow, which, if not corrected, could cause serious injury to a passenger in need of emergency or first aid oxygen during flight, accomplish the following:-
- Remove any passenger oxygen mask with the applicable P/N and manufacturing date and replace with an approved oxygen mask that incorporates a P/N not covered by this AD. Nellcor Puritan Bennett Immediate SB 174290-35-1, contains information relating to this subject.
(FAA AD 97-11-10 refers)
- Compliance:** By 15 August 1997.
- Effective Date:** 1 August 1997

DCA/EMY/25 Crew Oxygen Masks - Cone and Seal Assembly Replacement

- Applicability:** Cone and Seal assemblies, P/N 210543 and 210543-01, that were manufactured or repaired from August 1996 through July 1997. These Puritan-Bennett cone and seal assemblies, P/N 210543 and 210543-01, may be attached to the following P/N Puritan-Bennett sweep-on crew oxygen masks:
- | | | | |
|-----------|-----------|-----------|-----------|
| 114321-01 | 114321-15 | 114321-16 | 114322-01 |
| 114322-02 | 114322-03 | 114322-05 | 114323-01 |
| 114622-01 | 114622-02 | 114623-01 | 114623-02 |
- Requirement:** To prevent failure of the ultrasonic weld on the cone and seal assembly of the oxygen mask, which could result in the crew not being able to obtain oxygen in an emergency situation, accomplish the following:-
- Replace any cone and seal assembly referenced in the applicability section of this AD with an approved assembly not covered by this AD.
- Puritan-Bennett Service Bulletin No. 3500-97-14, dated August 7, 1997, specifies identification and replacement of the part numbers 210543 and 210543-01 cone and seal assemblies.
(FAA AD 97-18-03 refers)
- Compliance:** By 3 October 1997.
- Effective Date:** 26 September 1997

DCA/EMY/26 Kidde Aerospace Halon Extinguishers – Inspection

- Applicability:** Kidde Aerospace handheld halon fire extinguishers P/N 898052 that have a S/N of V-432001 through W-389653 inclusive and date of manufacture 1995-2002.
- Note:** Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession. This AD does not apply to extinguishers P/N 898052 with serial numbers with a prefix other than "V" or "W".
- Requirement:**
1. Remove extinguishers from service in accordance with the procedures detailed in Kidde Aerospace Service Bulletin 898052-26-449.
 2. Do not install any fire extinguisher to which this AD applies.
(FAA AD 2003-26-14 refers)
- Compliance:**
1. Before 28 February 2005.
 2. After 26 February 2004.
- Effective Date:** 26 February 2004

DCA/EMY/27A Oxygen Reserve Cylinders – Inspection

- Applicability:** Oxygen Cylinders P/Ns GLF(XXX)-(X), GLD(XXX)-(X), PC2300 and SLF300, which are known to be installed on, but not limited to Airbus A300 series aircraft, Dassault Aviation (AMD-BA) Mystère-Falcon 20, Mystère-Falcon 50, Falcon 200 and Falcon 900 aircraft, Pilatus aircraft, Eurocopter SA 315 B and AS 350 B3 helicopters and Hindustan Aeronautics Limited helicopters.
- Note 1:** This AD has been revised to extend the compliance time for oxygen cylinders operated in normal climatic conditions from 6 months to 12 months.
- Note 2:** These types of oxygen cylinders are an optional equipment fit for use during operations at high altitudes or to provide respiratory aid for passengers.
- Requirement:** To prevent oxygen cylinders exploding due to aging and deterioration of the Aluminium Alloy 5283 (AA5283) cylinder shell material, identify the year of manufacture of each affected P/N oxygen reserve cylinder made from AA5283 and replace per the instructions in Eurocopter AS 350 Alert Service Bulletin No. 05.00.54.
- Immediately after removing the oxygen cylinder from the aircraft, empty the cylinder per the instructions in Inter technique Service Bulletin (SB) GLD/GLF-35-150 dated 20 September 2006.
- Note 3:** Oxygen cylinders with P/Ns listed in this AD may only be used if the service life is within the limitations of the compliance of this AD.
- Note 4:** Oxygen cylinders with P/Ns listed in this AD and which are held as spares are to be inspected per the requirements of this AD. Identify the year of manufacture of the cylinder and empty all oxygen reserve cylinders that have reached or exceeded 25 years after manufacture, per the instructions in Inter technique SB GLD/GLF-35-150. (EASA AD 2006-0286R1 refers)
- Compliance:** Within the next 15 days if the TIS cannot positively be established.
- When operated in salt-laden atmospheric conditions:
- At 15 years since manufacture, or within 15 days whichever occurs later.
- When operated in normal climatic conditions:
- At 25 years since manufacture, or within 12 months whichever occurs later.
- Note 5:** Most New Zealand operations are considered to take place in salt-laden atmospheric conditions.
- Effective Date:** DCA/EMY/27 - 30 November 2006
DCA/EMY/27A - 26 April 2007

DCA/EMY/28 Eros Oxygen Masks – Inspection

- Applicability:** Eros quick donning oxygen masks MA10-()-(), MB10-()-() and MC10-()-(), S/N all through 19107.
- Requirement:** To ensure integrity of the mask, accomplish the following:
1. Inspect the lock which secures the mask to the regulator per the instructions in Eros Service Bulletin (SB) No. MA/B/C10-35-42 revision 1. Accomplish corrective instructions per SB No. MA/B/C10-35-42 before further flight.
 2. Modify the masks per the instructions in Eros SB No. MA/B/C10-35-29 or SB No. MSE/MC10-35-45 or SB No. MA/B/C/F10-35-89. (DGAC AD F-1991-176 refers)
- Compliance:**
1. By 28 March 2008, unless already accomplished.
 2. By 28 February 2009, unless already accomplished.
- Effective Date:** 28 February 2008

DCA/EMY/29 Life Vest – Inspection

- Applicability:** Type A-190 and type A-290 Fola Airsafe life vests, all S/N.
- Requirement:** To prevent uncontrolled inflation of the life vest due to a non-conforming zipper, inspect the zip on the life vest valise per the instructions in Fola Airsafe Service Bulletin 9-387 revision A, or later approved revisions.
- Replace defective life vests per SB 9-387.
(Swedish AD 1-201 refers)
- Compliance:** By 29 August 2008.
- Effective Date:** 29 May 2008

DCA/EMY/30A Portable Fire Extinguishers – Identification

- Applicability:** Portable Halon 1211 (BCF) fire extinguishers with Finished Goods (FG) number and S/N identified in table 1 of this AD.
- These fire extinguishers are known to be installed on, or carried/stowed onboard the following aircraft, but not limited to, Airbus, Alenia, Boeing, Embraer, Fokker and SAAB transport aircraft, Pilatus, Hawker Beechcraft (formerly Raytheon) and Vulcanair (formerly Partenavia) general aviation aircraft and Agusta and Eurocopter helicopters.
- Note:** DCA/EMY/30A revised to clarify the intent of requirement 1. No action required if already in compliance with DCA/EMY/30. Lyon Tech Engineering Ltd, a UK based company supplied a quantity of heavily contaminated Halon 1211 (BCF) to Fire Fighting Enterprises Ltd. This Halon 1211 was used to fill certain portable fire extinguishers.
- Requirement:** To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:
1. Review the aircraft records or inspect the portable fire extinguishers installed on, or carried/stowed onboard the aircraft and determine the Finished Goods (FG) number and S/N.
 2. If a portable fire extinguisher with a FG number and S/N per table 1 of this AD is found installed on, or carried/stowed onboard the aircraft, replace with a serviceable extinguisher before further flight.
 3. A portable fire extinguisher identified in table 1 of this AD shall not be installed on, or carried/stowed onboard any aircraft.

Table 1:

Finished Goods (FG) Number:	Serial Number (S/N):
BA20703GR-3	044293, 044339 and 044340
BA20703GSR-3	044650, 044651 and 044682 through to 044685
BA20703R-3	044398 through to 044417, 044692, 045066, 045206, 045207 and 045208
BA21741GR-2	044336, 044337, 044338, 044562, 044563, 044564, 044585 and 044728 through to 044733
BA21741GSR-2	044241, 044242, 044294, 044295, 044882, 044950, 045188, 045189 and 046753 through to 046756
BA21741SR-2	044325 through to 044329, 044490 through to 044499, 044542 through to 044546, and 044744 through to 044763
BA21783GSR-3	044586 and 044587
BA22594GR-3	044369, 044370, 044371 and 044466 through to 044471
BA23044SR-1	044429 through to 044432, 044889 through to 044895, 045099, 045100 and 045101
BA23792-1	04645 through to 04744
BA23792R-1	044877 through to 044881
BA24180R-1	044227 through to 044232, 046010 and 046011
BA51012GS-3	045137 and 045138
BA51012R-3	044485 through to 044489
BA51012SR-1	045190
BA51015-3	044243 through to 044282, 044355 through to 044368, 044433 through to 044452, 044512 through to 044531, 044693 through to 044723 and 044774 through to 044781
BA51015G-3	044724, 044725, 044824 through to 044830 and 044869 through to 044876
BA51015GR-3	044532 through to 044541, 044734 through to 044737, 044913 through to 044924, and 045058 through to 045063
BA51015GS-3	044883 through to 044888 and 044945 through to 044949
BA51015GSR-3	044738 through to 044743, 044911 and 044912
BA51015R-3	044568 through to 044584
BA51015S-3	044459 through to 044465
BA51015SR-3	044565, 044566 and 044567

(EASA AD 2009-0251-E refers)

Compliance:

1. By 3 December 2009.
2. By 3 December 2009.
3. From 1 December 2009.

Effective Date:

DCA/EMY/30 - 30 November 2009
DCA/EMY/30A - 1 December 2009

DCA/EMY/31 Oxygen Cylinder Assemblies – Inspection

Applicability: Avox Systems oxygen cylinder assemblies P/N *6350A34 series, 800112–03, 800112–10, 800112–13, 801293–03, 801307–00, 801307–01, 801307–02, 801307–03, 801307–07, 801307–09, 801307–23, 801307–24, 801365–04, 801365–14, 801375–00, 801977–05 and *8915 series, and

B/E Aerospace oxygen cylinder assemblies P/N B43570–3, B43570–5, 176018–115, 176112–115, 176177–115, 176181–115 and 176529–97.

These oxygen cylinder assemblies may be installed on, but not limited to Airbus aircraft, Boeing aircraft, Gulfstream aircraft, McDonnell Douglas aircraft and Short Brothers aircraft.

Note: The presence of an * in the P/N of Avox Systems oxygen cylinder assemblies indicates additional digits in the P/N. For example in P/N 6350A34–X–X or 8915XX–XX the “X” denotes additional digits.

Requirement: To prevent failure of an oxygen cylinder depending on the cylinder location, could result in aircraft structural damage, rapid decompression, damage to adjacent essential flight equipment, deprivation of oxygen for the flightcrew, and injury to cabin occupants or maintenance personnel, accomplish the following:

Review the aircraft records or inspect the oxygen cylinder assemblies installed on the aircraft and determine the P/N and S/N. The S/N is stamped into the steel cylinder near the neck.

If an affected Avox Systems oxygen cylinder with the following S/N is found installed on the aircraft, replace the cylinder before further flight:

ST82307 through to ST82309, ST82335 through to ST82378, ST82385 through to ST82506 except ST82498 which ruptured, ST82550 through to ST82606, ST82617 through to ST82626, ST83896 through to ST83905, ST84209 through to ST84218, ST84224 through to ST84236, ST86138, ST86143, ST86145, ST86150, ST86169, ST86172, ST86177 and ST86299 through to ST86307.

If an affected B/E Aerospace oxygen cylinder with the following S/N is found installed on the aircraft, replace the cylinder before further flight:

K495120 through to K495121, K617383 through to K617423, K629573 through to K629577, K674451 through to K674455 and K757064 through to K757066.

(FAA AD 2009-21-10 refers)

Compliance: By 17 March 2010.

Effective Date: 17 December 2009

DCA/EMY/32A Halon 1211 Fire Extinguishers – Inspection

Applicability: Halon 1211 (BCF) fire extinguishers with P/N and S/N listed in Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) No. 26-115.

These fire extinguishers are used in passenger cabins and lavatory waste bins and are known to be installed on, or carried/stowed onboard the following aircraft, but not limited to, 328 Support Services (Dornier), Airbus, Alenia, BAE Systems, Boeing, Embraer and Fokker transport aeroplanes, Adam Aircraft Industries, AerMacchi, Aircraft Industries a.s (formerly LET), Britten Norman, Hawker Beechcraft (formerly Raytheon), Pilatus and Vulcanair (formerly Partenavia) general aviation aeroplanes and Agusta and Eurocopter helicopters.

Note: This AD revised to introduce note 2 and ASB No. 26-115 issue C. This ASB has been re-issued to correct typographical errors in the list of affected S/N.

Requirement: To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers installed or carried/stowed onboard the aircraft, and determine the fire extinguisher P/N and S/N per appendix 1 of Fire Fighting Enterprises Ltd. (FFE) ASB No. 26-115 issue C dated January 2010 or later EASA approved revisions.
2. If a fire extinguisher with a P/N and S/N listed in appendix 1 of ASB No. 26-115 is found onboard the aircraft, replace with a serviceable fire extinguisher per the instructions in ASB No. 26-115 before further flight.
3. A fire extinguisher identified in appendix 1 of FFE ASB26-115 shall not be installed on any aircraft.

(EASA AD 2009-0262R1 refers)

Compliance:

1. By 25 March 2010
2. By 25 March 2010
3. From 25 February 2010

Effective Date: DCA/EMY/32 - 28 January 2010
DCA/EMY/32A - 25 February 2010

DCA/EMY/33 Halon 1211 (BCF) Portable Fire Extinguishers – Inspection

Applicability: Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers with SICLI P/N 1708337B4 and S/N listed in table 1 of this AD.

These affected fire extinguishers were manufactured by SICLI (formerly General Incendie MAIP) and are used in passenger cabins and flight decks, and are known to be installed on, or carried/stowed onboard) but not limited to Airbus, Boeing, Bombardier, Cessna, Dassault, Embraer and ATR aircraft, and Eurocopter helicopters.

Requirement: To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the portable fire extinguishers installed on, or carried/stowed onboard the aircraft and determine the P/N and S/N.
2. If a SICLI portable fire extinguisher with P/N 1708337B4 and S/N listed in table 1 of this AD is found installed on, or carried/stowed onboard the aircraft, remove from the aircraft and replace with a serviceable extinguisher before further flight.
3. Return affected fire extinguishers to SICLI for disposal.
4. An affected portable fire extinguisher with P/N 1708337B4 and S/N listed in table 1 of this AD shall not be fitted to any aircraft.

Table 1:

S/N of Affected SICLI Portable Fire Extinguishers P/N 1708337B4:
0843113 and 0843114, 0843971, 0844424 through 0844428, 0843329, 0843330 and 0843331, 0843973 through 0843977, 0844430 through 0844436, 0843333 through 0843339, 0843979 through 0843982, 0844439 through 0844450, 0843341 through 0843350, 0843984, 0843985 and 0843986, 0844452 through 0844454, 0843352 through 0843358, 0843988 through 0844016, 0844456 through 0844470, 0843360 through 0843369, 0844018 through 0844043, 0844472 through 0844475, 0843372, 0844045 and 0844046, 0844477 through 0844494, 0843374 through 0843386, 0844048 and 0844049, 0844496 through 0844512, 0843388, 0844051 through 0844069, 0844514 through 0844518, 0843390 through 0843407, 0844071 through 0844077, 0844520 through 0844524, 0843409 through 0843464, 0844079 through 0844109, 0844526, 0843466 through 0843468, 0844111 and 0844112, 0844528, 0843470 and 0843471, 0844115 through 0844119, 0844530, 0843473, 0844121 through 0844125, 0844534, 0843475, 0844127 through 0844161, 0844536 through 0844568, 0843477, 0844163 through 0844190, 0844570 through 0844592, 0843479 through 0843487, 0844192 and 0844193, 0844594 through 0844619, 0843489 through 0843522, 0844195, 0844621 through 0844626, 0843524 through 0843552, 0844197, 0844628 through 0844635, 0843554 through 0843561, 0844199 through 0844218, 0844637 through 0844660, 0843563, 0844220 through 0844225, 0844663 through 0844666, 0843565 through 0843574, 0844228 through 0844240, 0844668, 0843579 through 0843587, 0844242 through 0844249, 0844670 through 0844673, 0843589 through 0843629, 0844253 through 0844257, 0844676 through 0844685, 0843631 through 0843676, 0844259 through 0844263, 0844687 through 0844692, 0843679 through 0843700, 0844265 through 0844267, 0844694 through 0844702, 0843702 through 0843737, 0844269 through 0844280, 0844704 through 0844708, 0843739 through 0843780, 0844282 through 0844286, 0844710 through 0844723, 0843782 through 0843845, 0844288, 0844289, 0844725 through 0844730, 0843847 and 0843848, 0844291 through 0844303, 0844732 through 0844741, 0843850 through 0843856, 0844305 through 0844317, 0844743 through 0844747, 0843858 through 0843861, 0844319 through 0844332, 0844749 through 0844771, 0843863 through 0843878, 0844334 through 0844337, 0844773 through 0844778, 0843879 through 0843902, 0844339 through 0844376, 0844781 through 0844792, 0843904 through 0843934, 0844379 through 0844398, 0844794 through 0844801, 0843936 through 0843951, 0844400 and 0844401, 0844803 through 0844837, 0843953 through 0843957, 0844403 through 0844415, 0843959 through 0843969, 0844417 through 0844422.

(EASA AD 2009-0278, UK CAA Mandatory Permit Directive 2009-011 and FAA AD 2010-04-16 refer)

- Compliance:**
1. By 28 February 2010.
 2. By 28 February 2010.
 3. By 28 February 2010.
 4. From 28 January 2010.

Effective Date: 28 January 2010

DCA/EMY/34 Thinback T104 & Slimpack T204 Emergency Parachutes – Inspection

Applicability: Thinback T104 and Slimpack T204 series emergency parachutes with S/N 41495 through to 41776.

Note: These emergency parachutes were manufactured between 4 April 2008 and 15 January 2010 by Fallschirmbau Buchsein/Hermesdorf GbR.

Requirement: To prevent failure of the parachute ripcord cable due to the ripcord pins not being sufficiently fixed to the ripcord cable, which can result in the pilot chute not opening and prevent the main parachute from being pulled out of its storage pack, accomplish the following:

Before wearing/using affected parachutes accomplish the inspections and rework instructions per FallschirmBau Buchsein/Hermesdorf GbR Safety Information Bulletin (SIB) No. 1/2010 dated 15 January 2010 or later EASA approved revisions.
(EASA AD 2010-0009-E refers)

Compliance: From 28 January 2010

Effective Date: 28 January 2010

DCA/EMY/35A Halon 1211 Portable Fire Extinguishers – Inspection

Applicability: Eurocopter EC 120 B, AS 350 AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BB, AS 350D, EC 130 B4, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP, SA 341 G and SA 342 J helicopters fitted with portable fire extinguishers P/N 863520-00 and S/N listed in L'Hotellier SB 863520-26-001.

Note: This AD revised to extend the compliance time and introduce note 2.

Requirement: To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers installed or carried/stowed onboard the aircraft, and determine the fire extinguisher P/N and S/N per L'Hotellier SB 863520-26-001 dated 21 December 2009 or later EASA approved revisions.
If an affected fire extinguisher is found onboard the aircraft, replace with a serviceable fire extinguisher before further flight.

2. An affected fire extinguisher identified in SB 863520-26-001 shall not be installed on any aircraft unless it has been overhauled with compliant Halon 1211 (BCF) and re-identified per the instructions in SB 863520-26-001.
(EASA AD 2009-0277R1 refers)

- Compliance:**
1. By 25 August 2010
 2. From 25 February 2010

Effective Date: DCA/EMY/35 - 28 January 2010
DCA/EMY/35A - 25 February 2010

DCA/EMY/36A Halon 1211 Fire Extinguishers – Inspection

Applicability: Halon 1211 (BCF) fire extinguishers with P/N and S/N listed in Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) 26-116 issue B dated May 2010.

Affected fire extinguishers are used in passenger cabins and lavatory waste bins and are known to be installed on (or carried/stowed on board), but not limited to, Adam Aircraft Industries aircraft, Airbus aircraft, Aircraft Industries a.s (formerly LET) aircraft, Alenia aircraft, BAE Systems aircraft, Boeing aircraft, Britten-Norman aircraft, Embraer aircraft, Fokker aircraft, Hawker Beechcraft (formerly Raytheon) aircraft and Pilatus aircraft, Agusta and Eurocopter helicopters.

Note 1: The applicability of this AD revised to introduce Fire Fighting Enterprises Ltd (FFE) Alert Service Bulletin (ASB) 26-116 issue B which reduces the applicability.

Requirement: To prevent injury to aircraft occupants due to the release of toxic fumes when using certain heavily contaminated Halon 1211 portable fire extinguishers, accomplish the following:

1. Review the aircraft records or inspect the fire extinguishers and determine the P/N and S/N of the fire extinguishers installed or carried/stowed onboard the aircraft.

If an affected fire extinguisher listed in appendix 1 of Fire Fighting Enterprises Ltd (FFE) ASB 26-116 issue B is found, replace with a serviceable fire extinguisher per the instructions in ASB 26-116.

2. An affected fire extinguisher identified in appendix 1 of ASB26-116 shall not be installed on any aircraft unless it has been determined to contain Halon of an acceptable purity or overhauled with compliant Halon 1211 (BCF).

Note 2: ASB No. 26-116 issue B or later EASA approved revisions of this SB is acceptable for compliance with the requirements of this AD.

Note 3: Affected fire extinguishers are separated into two lists in appendix 1 of the ASB. The first list affects extinguishers with a 5 digit S/N which may have a zero prefix. The second list affects extinguishers with P/N BA23792-1 and a 4 digit S/N.

(EASA AD 2010-0062R1 refers)

Compliance:

1. By 27 September 2010
2. From 27 May 2010

Effective Date: DCA/EMY/36 - 29 April 2010
DCA/EMY/36A - 27 May 2010

DCA/EMY/37 Oxygen Cylinders – Inspection

Applicability: AVOX Systems Inc. cylinder assemblies with S/N ST82307 through to ST82309, ST82335 through to ST82378, ST82385 through to ST82506, except ST82498 (out of service), ST82550 through to ST82606, ST82617 through to ST82626, ST83896 through to ST83905, ST84209 through to ST84218, ST84224 through to ST84236, ST86138, ST86143, ST86145, ST86150, ST86169, ST86172 and ST86177, and ST86299 through to ST86307, and

B/E Aerospace cylinder assemblies with S/N K495120 through to K495121, K629573 through to K629577, and K674451 through to K674455.

Affected oxygen cylinders may be installed as a component of, but not limited to:

AVOX Systems Inc. cylinder assemblies with P/N *6350A34 series, 800112–03, 800112–10, 800112–13, 801293–03, 801307–00, 801307–01, 801307–02, 801307–03, 801307–07, 801307–09, 801307–23, 801307–24, 801365–04, 801365–14, 801375–00, 801977–05 and *8915 series. (*For example, 6350A34–X–X or 8915XX–XX, where “X” denotes a P/N digit), and

B/E Aerospace cylinder assemblies with P/N 176018–115, 176112–115, 176177–115, 176181–115 and 176529–97.

Note 1: Affected oxygen cylinders have a capacity of 114/ 115 cubic feet and are approved under United States Department of Transportation Regulations for Type 3HT cylinders.

Requirement: To prevent an oxygen cylinder from rupturing which depending on the location could result in structural damage and rapid decompression of the aircraft, damage to adjacent essential flight equipment, deprivation of the necessary oxygen supply for the flightcrew and injury to cabin occupants or other support personnel, accomplish the following:

1. Review the aircraft records or inspect the oxygen cylinders and determine the S/N of the oxygen cylinders installed on the aircraft. The S/N is stamped on the steel cylinder near the neck. If an affected S/N oxygen cylinder is found fitted, replace with a serviceable oxygen cylinder before further flight.
2. An affected S/N oxygen cylinder shall not be fitted to any aircraft.

Note 2: Accomplish the inspection and replacement requirements of this AD per the instructions in B/E Aerospace SB 176000-35-01 dated 2 November 2009 and Zodiac Aerospace AVOX Systems, Inc. SB 6084-34-35-01 revision 1, dated 9 December 2009, as applicable.

(FAA AD 2010-11-05 refers)

Compliance:

1. By 6 October 2010.
2. From 6 July 2010.

Effective Date: 6 July 2010

DCA/EMY/38A Oxygen Mask Regulator Inflatable Harness – Inspection

Applicability: Flight crew oxygen masks regulators, all P/N MA10, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022 and MRA023 series.

Affected flight crew oxygen mask regulators are known to be installed on, but not limited to, aircraft manufactured by Airbus, ATR, BAE Systems (formerly British Aerospace), Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (formerly Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper and SOCATA.

Note 1: The applicability of superseded DCA/EMY/38 inadvertently referred to masks P/N MA10-12. This AD revised to correctly refer to all P/N MA10 series masks and introduce revised manufacturer SBs which include additional oxygen mask regulators which possibly have affected harnesses.

Requirement: To prevent failure of the inflatable harness fitted to the oxygen mask regulator which could result in inadequate protection against hypoxia in the event of depressurization, accomplish the following:

1. For all affected aircraft except Bombardier aircraft, accomplish the following actions per the instructions in section 3 of Inter Technique SB MXH-35-240 revision 4 dated 10 June 2011 or later approved revisions.

Inspect the inflatable harness fitted to every flight crew oxygen mask regulator that is installed on the aircraft and determine the P/N and batch number of the harness.

If an affected P/N and batch number listed in appendix I of Inter Technique SB MXH-35-240 is found fitted, remove the inflatable harness from the oxygen mask regulator and replace it with a serviceable harness.

2. For Bombardier aircraft accomplish the following actions per the instructions in Inter Technique SB MXH-35-241 revision 2 dated 19 May 2011 or later approved revisions.

Inspect the inflatable harness fitted to every flight crew oxygen mask regulator that is installed on the aircraft and determine the P/N and batch number of the harness.

If an affected P/N and batch number listed in appendix I of Inter Technique SB MXH-35-241 is found fitted, remove the inflatable harness from the oxygen mask regulator and replace it with a serviceable harness.

3. A flight crew oxygen mask regulator shall not be fitted on any aircraft unless it has been determined that the P/N and batch number of the inflatable harness fitted to the oxygen mask regulator is not listed in appendix I of Inter Technique SB MXH-35-240. This determination can be made by following the flow chart provided in section 3 of Inter Technique SB MXH-35-240.

Note 2: Appendix II of SB MXH-35-240 is an inconclusive means of identifying affected oxygen mask regulators. The list in appendix I of Inter Technique SB MXH-35-240 should be used to identify the inflatable harness fitted to the oxygen mask regulator.

Note 3: For the purpose of this AD, Bombardier aircraft include those aircraft previously manufactured by Canadair or De Havilland. Inter Technique SB MXH-35-240 revision 4 dated 10 June 2011 and SB MXH-35-241 revision 2 dated 19 May 2011 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

Note 4: Oxygen mask regulators with a date of manufacture (DMF) code of November 2008 (112008 or 11-08) or earlier, and oxygen mask regulators with a DMF of January 2011 (012011 or 01-11) or later, are not affected by the requirements of this AD provided that the inflatable harness has not been replaced on those masks.

(EASA AD 2011-0090R1 refers)

- Compliance:**
1. By 30 June 2013 (within 24 months after the effective date of DCA/EMY/38) unless previously accomplished.
 2. By 30 June 2013 (within 24 months after the effective date of DCA/EMY/38) unless previously accomplished.
 3. From 28 July 2011.

Effective Date: DCA/EMY/38 - 30 June 2011
DCA/EMY/38A - 28 July 2011

DCA/EMY/39 Continuous Flow Passenger Oxygen Masks – Inspection

Applicability: B/E Aerospace Continuous Flow Passenger Oxygen Mask Assemblies P/N 174006-(), 174080-(), 174085-(), 174095-(), 174097-() and 174098-() listed in B/E Aerospace SB No. 174080-35-04 revision 000, dated 6 September 2010 fitted to any aircraft, except

Boeing aircraft affected by FAA ADs 2007-26-06, 2008-08-08, 2008-12-05, 2008-13-21 and 2010-14-06.

Note 1: The reference SB lists the P/N with a suffix of “XX”. The TSO index lists the P/N with the suffix “()”. In this AD the suffix “()” is used.

Requirement: To prevent failure of the oxygen mask assembly in-line flow indicators which could restrict oxygen flow to the masks, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if any affected oxygen mask assembly P/N listed in B/E Aerospace SB No. 174080-35-04 revision 000, dated 6 September 2010 is installed on the aircraft.
 - If an affected oxygen mask assembly is not found installed on the aircraft, no further AD action is required.
 - For Airbus aircraft affected by this AD, if the aircraft is in compliance with the requirements in EASA AD 2010-0165 dated 5 August 2010, or EASA AD 2010-0165R1 correction dated 31 January 2011, and an affected oxygen mask assembly P/N listed in B/E Aerospace SB 174080-35-04 revision 000, dated 6 September 2010 has not been installed on the aircraft by STC or modification, no further AD action is required.
 - If it is determined that the date of manufacture of the oxygen mask container assembly is after 1 March 2006, and it is determined that the original oxygen mask is fitted in the container assembly, no further AD action is required.

If an affected oxygen mask assembly P/N listed in SB 174080-35-04 is found installed on the aircraft, inspect the oxygen mask assembly and determine if the in-line flow indicator must be replaced per the instructions in paragraph II.A. of SB 174080-35-04.

If the the in-line flow indicator does not require replacement, no further AD action is required.

If the the in-line flow indicator does require replacement, modify the oxygen mask assembly by replacing the in-line flow indicator per the instructions in SB 174080-35-04, or replace the oxygen mask assembly with an airworthy oxygen mask assembly approved for installation on the aircraft.

2. An affected B/E Aerospace oxygen mask with a P/N listed in SB 174080-35-04 revision 000, dated 6 September 2010 with a manufacturing date on or after 1 January 2002 and before 1 March 2006 may not be installed on any aircraft unless the inspection/modification requirements in this AD have been accomplished.

Note 2: This AD is not applicable to Boeing 747-200B, 747-300 and 747-400 aircraft affected by FAA AD 2007-26-06, Boeing 757-200, 757-200CB, 757-200PF and 757-300 aircraft affected by FAA AD 2008-08-08, Boeing 777-200, 777-200LR, 777-300 and 777-300ER aircraft affected by FAA AD 2008-12-05, Boeing 767-200, 767-300 and 767-400ER aircraft affected by FAA AD 2008-13-21, Boeing 737-200, 737-300, 737-

400 and 737-500 aircraft affected by FAA AD 2010-14-06. These ADs address the same unsafe condition and corrective actions mandated by this AD.

(FAA AD 2011-14-08 refers)

- Compliance:**
1. By 25 August 2014, or within the next 6500 hours TIS whichever occurs sooner, unless previously accomplished.
 2. From 25 August 2011.

Effective Date: 25 August 2011

DCA/EMY/40 Fire Extinguisher – Inspection

Applicability: Kidde Graviner hand operated fire extinguisher P/N 56412-001 (34H), 56411-001 (35H) and 56412-002 (38H).

Affected hand operated fire extinguishers are known to be installed on, but not limited to BAE Systems (Operations) ATP aircraft; BAE Systems (Operations) Jetstream 4100 aircraft; EADS-CASA C-212 'Aviocar' aircraft; Fokker Services F27 aircraft; Short Brothers SD3 and Short Brothers SC7 Skyvan aircraft.

- Requirement:** To correct potentially defective fire extinguishers, accomplish the following:
1. Modify the fire extinguisher per the instructions in Kidde Graviner SB A26-081 revision 1 dated 31 January 2012 or later approved revisions.
 2. Affected P/N fire extinguishers shall not be fitted on any aircraft unless it has been modified per the requirements of this AD.

Note: Fire extinguisher modifications accomplished before 29 March 2012 per the instructions in Kidde Graviner SB A26-081 at original issue are acceptable to comply with the requirements of this AD. After the effective date of this AD the requirements of this AD must be accomplished per the instructions in Kidde Graviner SB A26-081 revision 1 dated 31 January 2012 or later approved revisions.

(EASA AD 2012-0037 refers)

- Compliance:**
1. By 29 September 2012, unless previously accomplished.
 2. From 29 March 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](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 2012-0254R1 Flight Crew Oxygen Mask Regulator – Inspection

Applicability: Flight crew oxygen mask regulators P/N MC10, MF10 and MF20 series, with S/N listed in Appendix 1 of the EASA AD.

Affected flight crew oxygen masks regulators are known to be installed on, but not limited to, aeroplanes manufactured by Airbus, ATR, Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Gulfstream and McDonnell Douglas.

Effective Date: EASA AD 2012-0254 - 13 December 2012
EASA AD 2012-0254R1 - 21 December 2012

EASA AD 2014-0142R1 Oxygen Mask Regulator Inflatable Harness – Inspection

Applicability: Flight Crew Oxygen Mask Regulators MC10 series with a P/N as identified in Section 1.A.(1) of Zodiac Aerotechnics Service Bulletin (SB) MC10-35-274 Revision 1 issue dated 18 April 2014.

Affected Flight Crew Oxygen Mask Regulators are known to be installed on, but not limited to, aeroplanes manufactured by Boeing, Bombardier, Cessna, Gulfstream and Learjet

Effective Date: 2014-0142 - 18 June 2014
2014-0142R1 - 18 June 2014

FAA AD 2015-16-04 Cancelled – DCA/EMY/40 (EASA AD 2012-0037 refers)

Effective Date: 24 September 2015

FAA AD 2011-01-09 B/E Aerospace PBE P/N 119003-11 – Inspection

Applicability: B/E Aerospace protective breathing equipment (PBE) units P/N 119003-11.

These PBE units may be installed on (or carried or stowed on board), but not limited to, various aircraft, identified in but not limited to the aircraft of the manufacturers specified in Table 1 of the FAA AD.

Effective Date: 22 October 2015

UK AD G-2015-0001 Cancelled - EASA AD 2016-0044 refers

Effective Date: 22 March 2016

EASA AD 2016-0024 Optical and Ambient Smoke Detectors – Inspection

Applicability: P/N PMC1102-02, P/N PMC3100-00 and P/N GMC1102-02 smoke detectors, having a date of manufacture (DMF, in digits as 'MMYYYY', e.g. 072010, see Appendix 2 of this AD) between November 2010 to January 2013 inclusive, and certain repaired units, as identified by P/N and serial number (s/n) in Appendix 1 of this AD.

These smoke detectors are known to be installed on, but not limited to: Airbus A330, A330 Freighter and A380 aeroplanes by the aeroplane manufacturer on the production line; and in service by Supplemental Type Certificate (STC) modification on certain Airbus A319 and A320, Bombardier CL-600-2B19 (Challenger 850), Boeing (formerly McDonnell Douglas) DC-9 series 80, and Boeing 737-400(BDSF), 767 and 747-8 aeroplanes.

Effective Date: 1 February 2016

EASA AD 2016-0026 Emergency Parachute Rubber Bands – Inspection

Applicability: Heinrich Mertens type 10-30/24, 12-61/24 and 12-82/23 Emergency Parachutes, all variants, S/n 13-227154 to 14-227292 inclusive.

Effective Date: 18 February 2016

EASA AD 2016-0062 Emergency Parachute Harness – Inspection

Applicability: SPEKON, Sächsische Spezialkonfektion GmbH RE-5L Serie 5+ Emergency Parachutes, all variants, serial number (s/n) as listed in the Appendix of the EASA AD.

Note: This AD supersedes EASA AD 2016-0042-E dated 3 March 2016.

Effective Date: 23 March 2016

EASA AD 2016-0044 Engine and APU Automatic Fire Extinguishers – Inspection

Applicability: Kidde Gravier Single Head Automatic Fire Extinguishers, P/N 12A, P/N 13A, P/N 59A, P/N 60A, P/N 99A, P/N 146A, P/N 161A, P/N 162A, P/N 167A, P/N 170A, P/N 170A-02, P/N 182A, P/N 187A, P/N 229A(1), P/N 242A(1), P/N 236A, P/N 237A, P/N 241A, P/N 1167A, P/N 1187A, P/N 1200A, P/N 57133 series, P/N 57135 series, P/N 57183 series, P/N 57331 series, P/N 57333 series and P/N 57335 series, all serial numbers. The use of the word 'series' signifies that all dash numbers of those P/N are affected.

These fire extinguishers are known to be installed on various category aircraft.

Effective Date: 22 March 2016

FAA AD 2016-11-20 Cancelled – FAA AD 2017-18-12 refers

Effective Date: 16 October 2017

DCA/EMY/41 Life Preserver – Inspection

Applicability: Mustang Survival model MSV971 Aircrew Life Preserver (ALP).

Requirement: To prevent non-deployment when intentionally activated, which could result in loss of life, and prevent uncommanded self-deployment, which could result in injury, accomplish the following:

1. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner:

Visually inspect the survival vest, the protective container and the inflatable cell per the requirements specified in the manufacturer's instructions for continued airworthiness. Accomplish corrective actions, as required.

2. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner, and thereafter at intervals not to exceed 12 months:

Accomplish the maintenance requirements specified in the manufacturer's instructions for continued airworthiness. Accomplish corrective actions, as required.

3. Within the next 60 days, or at the next periodic maintenance inspection, whichever is the sooner, and thereafter at intervals not to exceed 12 months:

Inspect the survival light and ensure it meets the requirements of TSO C85a. Accomplish corrective actions, as required.

(Occurrences 16/5240, 16/5242 and 16/5243 refer)

Note 1: Life preservers can be serviced/maintained by a Part 145 maintenance organization provided they have the correct tooling, access to the manufacturer's instructions for continued airworthiness, and the work is within their scope/capability list. The release-to-service indicates that the product has been serviced/maintained/overhauled correctly, and is not an authority for use. It is the responsibility of the user to ensure they meet the requirements in Part 91 Appendix A.14(a) & (b).

Note 2: The technical specification of the Mustang MSV971 ALP is approved as an alternative to the requirements for inflatable life preservers specified under Part 91 Appendix A.14(b)(1). MSV971 preservers may be used to meet the life preserver requirements of CAR §91.525 provided the operator is made aware in writing of the following limitations:

- Flight crew wearing a MSV971 ALP in lieu of a life preserver must don the vest prior to take off; and
- A survival light meeting the requirements of TSO C85a must be fitted.

For the approval of Mustang MSV971 ALP as an alternative to the requirements for inflatable life preservers specified under Part 91 Appendix A.14(b)(1), refer to Reference No. 10/ACM/12.

Note 3: Carbon dioxide cylinders with model number MA7128 have been discontinued and replaced by model number MI5707. Replacement cylinders are 34-37 grams (nominal 35 grams). The User Manual for the Mustang MSV971 ALP which consists of the Description and Maintenance Instructions can be obtained from Mustang Survival.

Compliance: Refer requirements section of the AD.

Effective Date: 27 October 2016

FAA AD 2017-18-12 B/E Aerospace Protective Breathing Equipment – Inspection

Applicability: B/E Aerospace Protective Breathing Equipment (PBE) P/N 119003-11 and P/N 119003-21.

Effective Date: 16 October 2017

FAA AD 2017-19-05 Siemens Smoke Detectors – Inspection

Applicability: Siemens S.A.S. smoke detectors P/N PMC1102-02, PMC3100-00 and GMC1102-02, with a S/N listed in paragraph 1/D/ of Siemens Service Information Letter (SIL) No. PMC-26-002, revision No. 1, dated January 2016; or paragraph 1/D/ of Siemens SIL No. PMC-26-003, revision No. 2, dated February 2016, and

Smoke detectors with P/Ns and S/Ns listed in Figure 1 to paragraph (c) of FAA AD 2017-19-05, installed on, but not limited to, any aircraft listed in paragraphs (c)(2)(i) or (ii) of FAA AD 2017-19-05.

Effective Date: 31 October 2017

UK AD G-2021-0004 Life Raft Heliraft 18R MK3 – Inspection

Applicability: Survitec Group Limited Life Raft with packed assembly P/N 00051054 (Port) and P/N 00051055 (Starboard).

Note: A Survitec Life Raft Heliraft 18R MK3 with packed assembly P/N 00051054 (Port) and P/N 00051055 (Starboard) that have been serviced in accordance with Alert Service Bulletin 25-197-A, Version 1 dated 19 June 2020, is considered a serviceable part.

Effective Date: 5 July 2021

EASA AD 2021-0185R2 Hand Operated Fire Extinguishers – Inspection

Applicability: HAFEX (Halon-free) hand-held fire extinguishers with P/N P3APP003010A, P/N P3APP003010B, or P/N P3APP003010C, all S/N.

Note: EASA AD 2021-0185R2 revised to extend the repetitive inspection interval. Affected fire extinguishers may be eligible for installation on any aircraft and may have been installed during the aircraft manufacturing process (production line), or in-service modification, either through a STC, or by using Type Certificate holder approved modification instructions, or through a minor modification approval.

Effective Date: EASA AD 2021-0185R1 - 26 August 2021
EASA AD 2021-0185R2 - 29 September 2022

EASA AD 2022-0029R1 Emergency Parachutes – Inspection

Applicability: ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes, all S/N manufactured from 2016 with a P/N 09994, 09995 or 09996 (no suffix).

Note: EASA AD 2022-0029R1 revised to expand the AD applicability and introduce a modification to return affected parachutes to service. MARS A.S. in the Czech Republic is the manufacturer of these emergency parachutes.

Effective Date: EASA AD 2022-0029 - 31 March 2022
EASA AD 2022-0029R1 - 28 April 2022

UK CAA AD G-2022-0009 Lifejackets – Inspection

Applicability: Survitec Group Limited (referred to as “Survitec” in the UK CAA AD) Lifejackets Type 102 Mk 3 (Adult) ,102 Mk 4 (Crew) and 105 Mk 1 (Infant).

Effective Date: 5 May 2022

EASA AD 2025-0222 Portable Breathing Equipment – Operational Instructions

Applicability: Portable Breathing Equipment (PBE) P/N 15-40F-11 and P/N 15-40F-80, all S/N.

Note: The manufacturer of affected PBE is Aerospace & Defense Oxygen Systems (part of SAFRAN Aerosystems), previously Air Liquide.

Effective Date: 30 October 2025

EASA AD 2025-0297R1 Portable Breathing Equipment – Removal from Service

Applicability: Portable Breathing Equipment (PBE) P/N 15-40F-11 and P/N 15-40F-80, with a manufacturing date between November 2015 and March 2017 (inclusive), and a S/N listed in Appendix A of Safran Aerosystems SB 1540F-35-002 original Issue dated 19 December 2025, or a later approved revision.

Affected PBE may be eligible for installation on any aircraft and may have been installed during the aircraft manufacturing process (production line), or in-service modification, either through a STC, or by using Type Certificate Holder (TCH) approved modification instructions, or through a non-TCH modification approval.

Note: The manufacturer of affected PBE is Aerospace & Defense Oxygen Systems (part of SAFRAN Aerosystems), previously Air Liquide.

Compliance: Requirements (1.1) and (1.2) of EASA AD 2025-0297R1:

Within the next 28 days after the effective date of this AD.

Requirement (1.3) of EASA AD 2025-0297R1:

Within the next 3 months after the effective date of this AD.

Effective Date: EASA AD 2025-0297 - 29 January 2026

EASA AD 2025-0297R1 - 26 February 2026

*** UK CAA AD G-2026-0004 Techtest PLB / ELT – Inspection**

Applicability: Battery pack A02787, and

PLB/ELT P/N 500-32-2Y-G; 500-32-2Y-GA; 500-32-2Y-GF; 500-32-2Y-GFA; 500-32-2Y-H; 500-32-2Y-HA; 500-32-2Y-HF and 500-32-2Y-HFA, all S/N.

The affected PLB/ELTs are known to be fitted on, but not limited to multiple Survival Equipment (SE) configurations e.g. Life Rafts, Life Vests/Preservers, Personal Survival Packs, Portable Floatation Equipment, Crash Trays and any soft pack, or textile contained used on multiple aircraft types.

Note: Techtest ASB-140726-32 dated 27 July 2026, revision 002 pertains to the subject of this AD. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Effective Date: 24 September 2026

Airworthiness Directive Schedule

Helicopters

MD Helicopters 369 Series, 500N and Kawasaki-Hughes 369 Series

24 September 2026

- Notes:**
1. This AD schedule is applicable to MD Helicopters Inc. 369D, 369E, 369FF, 369HE, 369HS and 500N helicopters manufactured by (formerly McDonnell Douglas Helicopter Systems) under Federal Aviation Administration (FAA) Type Certificate No. H3WE, and

Kawasaki-Hughes 369D and 369HS helicopters manufactured under Japan Civil Aviation Bureau (JCAB) Type Certificate No. 26 and 29.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for MD Helicopters 369D, 369E, 369FF, 369HE, 369HS and 500N aircraft.

The Japanese Civil Aviation Bureau (JCAB) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Kawasaki-Hughes 369D and 369HS aircraft.

State of Design ADs applicable to these aircraft can be obtained directly from the FAA and JCAB websites.

Links to these websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](#)
 3. All parts and components fitted to Kawasaki-Hughes 369D and 369HS helicopters in accordance with an approved modification, or other applicable acceptable technical data must be maintained in an airworthy condition in accordance with the applicable Instructions for Continued Airworthiness (ICA's) issued by the manufacturer or supplier of the parts or components. This includes compliance with any related Airworthiness Directive and Airworthiness Limitation for the parts or components mandated by the National Airworthiness Authority of the State of Design.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *

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DCA/HU369/1 Cancelled - Purpose Fulfilled**DCA/HU369/2 New V_{NE} Placards - Modification**

Applicability: Model 369H series.
Requirement: Modify per SIN HN-45.
(FAA AD 72-18-04 refers)
Compliance: Next periodic inspection.

DCA/HU369/3 Cancelled – SIN No. HN-33 no longer active

Effective Date: 25 August 2011

DCA/HU369/4 Rotor Brake, Installation and Alignment Check - Modification

Applicability: As detailed.
Requirement: Modify per Hughes SIN HN-48.
Compliance: As detailed.

DCA/HU369/5 Cancelled - Purpose Fulfilled**DCA/HU369/6 Cancelled - Purpose Fulfilled****DCA/HU369/7 Main Rotor Blade Trailing Edge - Inspection**

Applicability: All model 369, 369A, 369H, 369HE, 369HS and 369HM.
Requirement: Inspect per Hughes SIN HN-73.
(FAA AD 74-20-04 refers)
Compliance: Within the next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
Effective Date: 26 September 1974

DCA/HU369/8 Root Fittings Of Metal Tail Rotor Blades - Inspection

Applicability: All model 369, 369A, 369H, 369HM, 369HS and 369HE helicopters equipped with aluminium tail rotor blades, P/N 369A1613 or 369A1613-3.
Requirement: Inspect per Hughes SIN HN-83.
(AD 75-10-04 also refers)
Compliance:
1. Part I of HN-83 - within the next 50 hours TIS.
2. Part II of HN-83 - prior to further flight.
3. Part III of HN-83 - daily.
Effective Date: 29 April 1975

DCA/HU369/9 Tail Rotor Drive System - Inspection

Applicability: All model 369 series with drive shafts not previously indexed and all model 369 series equipped with metal tail rotor blades.

Requirement: Inspect per Hughes SIN HN-86.
(FAA AD 75-22-03 refers)

Compliance: 1. Part I - within the next 100 hours TIS.
2. Part II - within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 18 June 1975

DCA/HU369/10 Fibreglass Tail Rotor Blades - Inspection

Applicability: All model 369 series with fibreglass tail rotor blades, P/N 369A1710, 369A1710-9, 369A1710-11, 369-6120, 369A1607 and 369CSK22.

Requirement: Inspect per Hughes SIN HN-88.
(FAA AD 75-22-04 refers)

Compliance: 1. Tail rotor blades with 500 hours or more TIS, within the next 100 hours TIS or by 31 March 1976 whichever is the sooner.
2. Tail rotor blades with less than 500 hours TIS, prior to the accumulation of 600 hours TIS or by 31 March 1976 whichever is the sooner.
3. At 12 months intervals thereafter until retired from service.

Effective Date: 30 September 1975

DCA/HU369/11 Stabiliser Strut - Inspection

Applicability: All model 369 series with shock mounted strut assembly P/N 369A2001-601.

Requirement: Inspect and replace per Hughes SIN HN-102.3.
(FAA AD 76-19-03 refers)

Compliance: Part 1 - within next 25 hours TIS.
Part 2 - before further flight if cracks found, otherwise within 100 additional hours TIS, if applicable.

Effective Date: 11 October 1976

DCA/HU369/12 Tail Rotor Output Shaft - Modification

Applicability: Model 369D S/N 0003 through to 0049.

Requirement: Modify per FAA AD 77-05-03.

Compliance: Within the next 100 hours TIS or by 31 May 1977, whichever is the sooner.

Effective Date: 22 April 1977

DCA/HU369/13 Cancelled - DCA/HU369/16A refers**DCA/HU369/14 Cancelled – DCA/AL250/22C refers**

Effective Date: 25 August 2011

DCA/HU369/15 Cancelled - DCA/HU369/46 refers

DCA/HU369/16B Cancelled - DCA/HU369/46 refers

DCA/HU369/17B Overrunning Clutch Assembly - Inspection

- Applicability:** All model 369 series with overrunning clutch assembly P/N 369A5350-603. Also, spare sub-assemblies P/N 369A5350-11.
- Requirement:** 1. Inspect and rework as necessary per Part I of Hughes SIN HN-118.2 or DN-9.2.
2. Inspect and regrease as necessary per Part II of Hughes SIN HN-118.2 or DN-9.2.
(FAA AD 77-21-04 refers)
- Compliance:** Within next 10 hours TIS or prior to installation of spare assemblies.
At intervals not exceeding 300 hours TIS.
- Effective Date:** DCA/HU369/17A - 7 July
DCA/HU369/17B - 23 February 1979

DCA/HU369/18C Tail Rotor Hub – Inspection

- Applicability:** Model 369D, 369H, 369HM, 369HS and 369HE aircraft, S/N 0001D through to 0324D and 0331D through to 0333D,
Fitted with tail rotor hub assembly P/N 369A1725, or tail rotor hub assembly P/N 369A1725-5, S/N 001 through to 862, or tail rotor hub assembly P/N 369A1725-501.
- Note:** DCA/HU369/18C revised to correct the AD applicability which inadvertently referred to inactive SIN No. DN-21.1. The AD applicability and requirements aligned with FAA AD 78-26-04. The repetitive inspection requirement mandated by this AD is not required for tail rotor hub P/N with a SP suffix.
- Requirement:** To prevent tail rotor hub assembly failure which could result in a loss of aircraft control, accomplish the following:

Inspect the tail rotor hub for cracks, corrosion or other damage and rework the tail rotor hub per the instructions in Part II, paragraphs A through to H of MD Helicopters/Hughes Service Information Notice (SIN) No. HN-128.1, dated 8 December 1978 for model 369H series aircraft, and per the instructions in Part II, paragraphs A through to H of SIN No. DN-27.1, dated 8 December 1978 for model 369D series aircraft, or later approved revisions of these documents

Replace cracked hubs with a serviceable part before further flight.

If the replacement part has a P/N with a SP suffix, no further AD action is required.
(FAA AD 78-26-04 refers)
- Compliance:** Within the next 100 hours TIS or by 25 February 2012 whichever occurs sooner, unless previously accomplished, and thereafter,

For hubs affected by this AD, re-inspect the tail rotor hub using a 10X magnifying glass at intervals not to exceed 300 hours TIS, or at every annual inspection whichever occurs sooner.

If pits, corrosion, or any other damage is found, inspect, and rework the hub per the requirements and corrective actions in this AD. Replace cracked hubs before further flight.
- Effective Date:** DCA/HU369/18A - 23 November 1979
DCA/HU369/18B - 12 September 1980
DCA/HU369/18C - 25 August 2011

DCA/HU369/19 Tail Rotor Pitch Control - Inspection

Applicability: Model 369D with S/N prior to 0409.

Requirement: To prevent failure of the tail rotor pitch control assembly:-

1. Pull back non rotating boot P/N 369D 21806 from tail rotor pitch control assembly P/N 369D 21800 and check locknut P/N 369D 21803-3 and tang washer P/N MS 172209 or HS1551 S238 by hand for looseness. If locknut or tang washer found loose, remove and replace tail rotor pitch control assembly with serviceable assembly having a white dot on locknut before further flight.
2. If Hughes SIN DN-37 previously complied with and if tail rotor pitch control assembly was:-
 - (a) Repaired due to looseness of locknut or tang washer, check per 1. until tail rotor pitch control assembly is replaced, or
 - (b) If repaired per DN-37 with no looseness of locknuts or tang washers, no further action required.
3. Modify assemblies which do not have loose locknuts or tang washer per Hughes SIN DN-37.

Note: The inspection per requirement 1 may be accomplished by the pilot.
(FAA AD 79-10-09 refers)

Compliance:

1. Inspect before further flight and prior to each engine start up until modified.
2. (a) Replace within next 150 hours TIS.
3. Modify within next 100 hours TIS.

Effective Date: 1 May 1979

DCA/HU369/20K Main Rotor Assembly – Inspection

Applicability: All model 369 series helicopters fitted with the following:

Main rotor (M/R) blade assembly P/N 369A1100-BSC, -501, -503, -505, -601 or -603, and P/N 369D21100-BSC, -503, -505, -507, -509, -511, -513 or -515, or P/N 369D21102-BSC or -501, or

M/R hub lead-lag link assembly P/N 369A1203-BSC, -3, or -11, or P/N 369H1203-BSC, -11, -21 or -31, or P/N 369A1234.

Note 1: The applicability of DCA/HU369/20K expanded to include M/R hub lead-lag link assembly P/N 369A1234. There is no change to the AD requirement.

Requirement: To prevent failure of the M/R blade assembly or the M/R hub lead-lag link assembly which could result in loss of a M/R blade and aircraft control, accomplish the following:

1. Remove each blade assembly from the helicopter and accomplish the following:
 - Inspect the attachment lugs of the M/R blade root fittings and the M/R lead-lag links for cracks and the lug bushes for looseness per the instructions in Part I of MD Helicopters/Hughes Service Information Notice (SIN) No. HN-211.6, DN-51.8, EN-42.6 or FN-31.6 as applicable, all dated 3 January 2000 or later approved revisions of these documents.
 - Visually inspect the root fittings around the blade attachment lugs for cracks, and visually inspect the M/R blade doubler and blade skin adjacent to the root fittings for cracks.

- If the slip marks have deteriorated or are missing, mark the root fittings and bushes per the instructions in Part I of the applicable SIN.
 - Replace M/R blades or links found cracked before further flight.
 - Replace M/R blades with loose bushes before further flight.
2. Accomplish the following with the M/R blades in situ:
- Visually inspect the root fittings and links for cracks or loose bushes per the instructions in Part II of the applicable SIN.
 - Replace M/R blades or links found cracked before further flight.
 - Replace M/R blades with loose bushes before further flight.

Note 2: Requirement 2 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.

(FAA AD 95-03-13 refers)

Compliance:

1. Within the next 25 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.
2. Before the first flight of every day.

Effective Date: DCA/HU369/20I - 19 November 1999
 DCA/HU369/20J - 25 August 2011
 DCA/HU369/20K - 26 April 2012

DCA/HU369/21 Cancelled - Purpose Fulfilled

DCA/HU369/22 Cancelled - Purpose Fulfilled

DCA/HU369/23A Tail Rotor Drive Fork Hinge Bolt Installation – Inspection

Applicability: All models 369D, 369E, 369FF series and 369H series aircraft.

Note: DCA/HU369/23A revised to correct the AD requirement which referred to inactive SIN No. DN-33.1. Requirements 2 and 3 aligned with the manufacturer's continued airworthiness inspections in chapter 05-20-00 of CSP-HMI-2 and chapter 05-20-20 of CSP-H-4.

Requirement: To prevent tail rotor vibration due to possible loss of tail rotor drive fork hinge bolt torque, accomplish the following:

1. For all models 369H, 369HS, 369HM and 369HE aircraft fitted with a tail rotor drive fork hinge bolt P/N 369A1602 and nut P/N 369A1603:

Replace the tail rotor drive fork bolt and nut per the instructions in part 1 of of MD Helicopters/Hughes Service Information Notice (SIN) No. HN-131.1 dated 2 September 1980, or later approved revisions of these documents.

2. For models 369D, 369E and 369H series aircraft fitted with conical type teetering bearings:

Inspect the conical bearings for axial play or radial play (no play allowed), and check the teeter bolt torque per the manufacturer's instructions.

3. For all models 369D, 369E and 369FF series and 369H series aircraft:

Check the rotational torque of the tail rotor drive fork hinge bolt by applying 125 inch-pounds (14.12 Nm) torque. If the applied torque does not rotate the bolt, then the bolt preload is correct. If the applied torque rotates the bolt, retorquing the bolt per the manufacturer's instructions.

- Compliance:**
1. Within the next 100 hours TIS, unless previously accomplished.
 2. At intervals not to exceed 100 hours TIS, or at every annual inspection whichever occurs sooner.
 3. Within 25 hours TIS after replacement of tail rotor drive fork hinge bolt.

Effective Date: DCA/HU369/23 - 24 October 1980
DCA/HU369/23A - 25 August 2011

DCA/HU369/24 Tail Rotor Drive Shaft - Inspection

Applicability: All model 369 Series with tail rotor drive shaft couplings P/N 369H92564 or P/N 369A5501.

Requirement: To prevent possible fatigue failure, inspect couplings, Hughes P/N 369H92564 and 369A5501 and before further flight permanently remove from service those with following S/N's 0883U, 0932U, 0933U, 0935U, 0940U, 0950U, 0957U, 0961U, 0971U and 10670U or 10672U respectively.
(FAA AD 80-25-01 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 18 December 1980

DCA/HU369/25A Overrunning Clutch Assembly - Inspection

Applicability: All model 369 Series equipped with a cargo hook.

Requirement: To prevent an overrunning clutch assembly failure accomplish the following:-

1. Modify overrunning clutch assemblies, P/N 369A5350-BSC, -601, or -603, whichever is installed, per Part I of MDHC S/Ns HN-222, DN-164.1, EN-54.1, FN-44.1 as applicable, or replace clutch assemblies with P/N 369A5350-605.
2. Re-identify converted overrunning clutches per Part II of the S/Ns.
3. Inspect the overrunning clutch assembly inner race P/N 369A5353-3, outer race P/N 369A5352, and sprag assembly P/N 369D5351 for condition. Rectify any defects found before further flight.
4. Replace sprag assemblies, P/N 369D25351 and P/N 369A5364, with an airworthy part on or before attaining 1800 hours TTIS.

(FAA AD 90-19-02 refers)

- Compliance:**
1. Modify within next 300 hours TIS or 12 months, whichever is the sooner.
 2. Re-identify at the next engine removal.
 3. Inspect at intervals not to exceed 300 hours TIS or 12 months, whichever is the sooner.
 4. Replacement at 1800 hours TTIS or within next 50 hours TIS, whichever is the later.

Effective Date: DCA/HU369/25 - 29 May
DCA/HU369/25A - 26 October 1990

DCA/HU369/26 Cancelled - Purpose fulfilled

DCA/HU369/27 Cancelled - DCA/HU369/46 refers.

DCA/HU369/28A Automatic Engine Reignition System - Placard

Applicability: The following models with automatic engine reignition system:
All model 369, 369A, 369H, 369HM, 369HS and 369HE.
Model 369D, S/N up to 989D.

Requirement: To prevent possibility of middle front seat occupant accidentally deactivating the automatic engine reignition system and also blocking the crew's view of "armed" and "reign" advisory lights, accomplish the following:-

In close proximity to automatic engine reignition arming switch and in clear view of pilot, affix placard which reads:-

"Middle front seat not to be occupied during flight in falling and/or blowing snow".

(FAA AD 80-24-04 refers)

Compliance: Prior to next flight in falling and/or blowing snow.

Effective Date: DCA/HU369/28 - 10 July 1981
DCA/HU369/28A - 25 March 2004

DCA/HU369/29 Cancelled – DCA/HU369/96 refers

Effective Date: 25 August 2011

DCA/HU369/30 Governor Lever Control Rod - Replacement

Applicability: All model 369H series and 369D.

Requirement: Replace rod per Hughes SIN DN-87 or HN-169 as applicable.
(FAA AD 82-01-08 refers)

Compliance: Within next 50 hours TIS or by 31 March 1982 whichever is the sooner.

Effective Date: 12 February 1982

DCA/HU369/31B Main Rotor Drive Shaft – Inspection

Applicability: All model 369 series aircraft fitted with a main rotor drive shaft P/N 369D25510.

Note 1: This AD revised to introduce the main rotor drive shaft life limitation of 3675 hours TTIS for 369F, and FF aircraft specified in the limitations schedule, chapter 04-00-00 of CSP-HMI-2 revision 42.

Requirement: To prevent failure of the main rotor drive shaft P/N 369D25510, accomplish the following:

1. Inspect the spherical spline and adjacent shaft area of the main rotor drive shaft per the instructions in MD Helicopters/Hughes Service Information Notice (SIN) No. DN-99, dated 30 November 1981, SIN No. FN-4, dated 29 July 1983, or SIN No. EN-4, dated 29 April 1983 as applicable. Replace cracked parts before further flight.
2. For model 369F and FF aircraft replace the drive shaft at 3675 hours TTIS, and for model 369D and E aircraft replace the drive shaft at 5020 hours TTIS.

Note 2: The actions mandated by this AD shall be accomplished per the instructions in the referenced MD Helicopters/Hughes Service Information Notices or later approved revisions of these documents

(FAA AD 81-26-01R1 refers)

Compliance: 1. At 300 hours TTIS or within the next 50 hours TIS whichever occurs later, unless previously accomplished, and thereafter at intervals not to exceed 300 hours TIS.
2. At 3675 or 5020 hours TTIS as applicable, or within the next 50 hours TIS whichever occurs later.

Effective Date: DCA/HU369/31A - 23 November 1990
DCA/HU369/31B - 25 August 2011

DCA/HU369/32 Tail Rotor Drive Shaft - Inspection

Applicability: All model 369D detailed in Hughes SIN DN-95.

Requirement: Modify per Part I and inspect per Part II of Hughes SIN DN-95.

Compliance: Modification - within next 100 hours TIS or by 31 August 1982 whichever is the sooner, unless already accomplished.

Inspection - as prescribed in SIN DN-95 Part II, before each flight and at intervals not exceeding 300 hours TIS or 12 months whichever is the sooner.

Effective Date: 26 February 1982

DCA/HU369/33 Cancelled - DCA/HU369/44C refers

Effective Date: 20 December 1991

DCA/HU369/34B Main Rotor Transmission Cooling Installation - Inspection

Applicability: All model 369D, 369E and 500N aircraft.

Note: DCA/HU369/34B revised to expand the AD applicability to include 369E helicopters with no change to the AD requirements, or the compliance.

Requirement: To prevent transmission failure due to loss of lubricating oil and damage to aircraft structure, accomplish the following:

Inspect tube assembly P/N 369D25709 and 369D25710, associated structure and components for integrity.

Check tubes for chafing and 'P' clips for damage and security.

Check hose assembly P/N 369D25705-11 and -21 and adjacent structure for interference and resultant damage.

Renew defective parts and apply suitable packing to prevent further damage before further flight.

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: DCA/HU369/34 - 30 July 1982
DCA/HU369/34A - 30 August 2012
DCA/HU369/34B - 1 October 2020

DCA/HU369/35A Engine Fuel Filters – Inspection

- Applicability:** All 369 and 500N series aircraft fitted with an electric start pump.
- Note:** DCA/HU369/35A revised to expand the applicability to include all model 369 series and 500N aircraft. Model 369F/FF aircraft may be fitted with an optional maintenance pump (electric start pump).
- Requirement:** To prevent possible engine power loss due to blocked fuel filters, accomplish the following:

Inspect the fuel filters including the primary fuel filter at the fuel pick-up inlet. Remove any contamination found before further flight.

For aircraft fitted with an electric start pump, remove the start pump assembly and inspect the fuel filters. Remove any contamination found before further flight. Reinstall the pump assembly and perform a function check.
- Compliance:** Within the next 100 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or 12 months, whichever occurs sooner.
- Effective Date:** DCA/HU369/35 - 13 August 1982
DCA/HU369/35A - 25 August 2011

DCA/HU369/36 Collective Control Installation - Modification

- Applicability:** All model 369H series and 369D.
- Requirement:** Modify per Hughes SIN HN-187.1 or DN-119.1 as applicable.
- Compliance:** By 31 January 1984.
- Effective Date:** 7 October 1983

DCA/HU369/37 Main Rotor Swashplate Bearing Installation - Inspection And Replacement

- Applicability:** Models 369HE, HS and 369D with P/N 369A7003-3 swashplate bearing assembly, P/N 369A1000-502 main rotor installation or P/N 369A7609-501 and -605 main rotor swashplate installations received between 1 June and 20 December 1983.
- Requirement:** Inspect per Hughes SIN's HN-191 or DN-125 as applicable. Remove assemblies with missing bearing cage before further flight. Assemblies with S/N in 9000 series or with blue dot identification are not affected.

(FAA AD 84-01-02R1 refers)
- Compliance:** By 30 April 1984 unless already accomplished.
- Effective Date:** 6 April 1984

DCA/HU369/38 Main Rotor Blades - Inspection

- Applicability:** All model 369D with main rotor blades which have been obtained from sources other than Hughes Helicopters Inc., or a Hughes authorised service centre.
- Requirement:** To detect unapproved blades and prevent possible rotor blade failure in flight, inspect per Hughes SIL DL-57. Any blade with four ribs only and a filled trailing edge hole is incorrect and must be replaced with an airworthy correct P/N 369D21100 blade before further flight.

(FAA AD 84-12-01R1 refers)
- Compliance:** Before further flight.
- Effective Date:** 27 June 1984

DCA/HU369/39 Tail Rotor Blades - Inspection

- Applicability:** Models 369HE, HS and 369D with tail rotor blades detailed in Hughes SIN HN-195/DN-129.
- Requirement:** Inspect and modify per Hughes SIN HN-195/DN-129. Blades with visual evidence of tip cap bond failure shall be removed from service before further flight.
(FAA AD 86-01-04 refers)
- Compliance:** Prior to 100 hours TTIS or within next 5 hours TIS for blades which have exceeded 100 hours TIS.
- Effective Date:** 8 October 1984

DCA/HU369/40A Tail Rotor Blades - Inspection

- Applicability:** Models 369D, 369HE and 369HS with tail rotor blades specified in Hughes SIN DN-132.1/HN-199.1.
- Requirement:** Inspect and modify tail rotor blades per Hughes SIN DN-132.1/HN-199.1.
- Compliance:** Blades in service - within next 100 hours TIS unless already accomplished.
Replacement blades - prior to installation.
- Effective Date:** DCA/HU369/40 - 12 July 1985
DCA/HU369/40A - 13 December 1985

DCA/HU369/41D Cancelled - Purpose Fulfilled

DCA/HU369/42 Cancelled – DCA/HU369/96 refers

- Effective Date:** 28 June 2012

DCA/HU369/43A Main Transmission Tail Rotor Output Drive Pinion Shaft - Inspection

- Applicability:** All model 369D, 369E and 369F/FF with transmission assemblies P/N 369D25100-BSC or -501. Also, all spare tail rotor output drive pinion shafts.
- Requirement:** Visually inspect per MDHC SIN DN-147.1, EN-35.1 or FN-24.1 as applicable and remove parts from service or rework as prescribed before further flight.
(FAA AD 87-18-11 refers)
- Compliance:** 1. Assemblies with S/N's detailed in "Time of Compliance" Section of SIN's referred to above, within next 25 hours TIS, unless already accomplished.
2. All other assemblies, within next 100 hours TIS, or prior to installation (as appropriate).
- Effective Date:** DCA/HU369/43 - 9 October 1987
DCA/HU369/43A - 19 February 1988

DCA/HU369/44D Main Transmission Output Shaft Assembly – Inspection

Applicability: All model 369D, 369E, 369F and 369FF helicopters fitted with a main transmission assembly P/N 369D25100-BSC, -501 or -503 with a main rotor transmission output shaft assembly ring gear carrier P/N 369D25132-BSC or -5, and

Spare main transmission assemblies P/N 369D25100-BSC, -501 or -503, and

Spare main rotor transmission output shaft assembly ring gear carriers P/N 369D25132-BSC or -5.

Note 1: DCA/HU369/44D revised to clarify the requirement and introduce note 3 with no change to the AD applicability or the compliance.

Requirement: To prevent main transmission failure accomplish the following:

Accomplish a dye penetrant and visual inspection on affected ring gear carriers per the instructions in paragraphs A through to G in the "Periodic Visual Inspection" section of McDonnell Douglas Helicopter Company Mandatory Service Information Notice (SIN) No. DN-148.1, EN-36.1 or FN-25.1, all dated 30 October 1987.

Replace output shafts found with bulges or a raised surface in the upper disc surface before further flight (refer to figure 2 in the applicable SIN for the inspection area).

Replace output shafts found with cracks in the lower and upper disc surfaces before further flight (refer to figure 3 in the applicable SIN for the inspection area).

Note 2: The repetitive inspections mandated by this AD may be terminated when a main rotor transmission output shaft assembly ring gear carrier P/N 369D25132-3 is installed and the main transmission assembly is re-identified as P/N 369D25100-505.

Note 3: Accomplish the actions mandated by this AD per the instructions in MDHC Mandatory Service Information Notice (SIN) No. DN-148.1, EN-36.1 or FN-25.1, all dated 30 October 1987 or later approved revisions of these documents.

(FAA AD 87-18-12R1 refers)

Compliance: Within the next 300 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: DCA/HU369/44C - 20 December 1991
DCA/HU369/44D - 25 August 2011

DCA/HU369/45 Tail Rotor Transmission Attachment - Inspection

Applicability: All model 369D, 369E and 369F/FF.

Requirement: Inspect and rework per Parts III and IV of MDHC SIN DN-151, EN-39 or FN-28 as applicable.

Compliance: Part III - Within next 25 hours TIS unless already accomplished.

Part IV - At intervals not exceeding 100 hours TIS following compliance with Part III.

Effective Date: 19 February 1988

DCA/HU369/46A Main Rotor Hub Assembly - Inspection

Applicability: All model 369D, 369E, 369F, 369FF, 369HE, 369HS and 500N helicopters fitted with main rotor hub retention straps P/N 369D21210-BSC or -501.

Note 1: DCA/HU369/46A revised to expand the AD applicability to include 500N aircraft and reduce the AD applicability to those aircraft fitted with main rotor hub retention straps P/N 369D21210-BSC or -501, and the AD requirement and compliance aligned with FAA AD 89-02-01R1.

Requirement: To prevent main rotor hub retention strap failure, accomplish the requirements in FAA AD 89-02-01R1.

Note 2: McDonnell Douglas Helicopter Company (MDHC) Service Information Notices (SIN) DN-154, EN-44, FN-33 and HN-214 or later FAA approved revisions pertains to the subject of this AD.

(FAA AD 89-02-01R1 refers)

Compliance: At the compliance times specified in FAA AD 89-02-01R1.

Effective Date: DCA/HU369/46 - 8 April 1988
DCA/HU369/46A - 30 August 2012

DCA/HU369/47 Cancelled - Purpose fulfilled

DCA/HU369/48A Cancelled - Purpose fulfilled

DCA/HU369/49 Cancelled - Purpose fulfilled

DCA/HU369/50 Cancelled - Purpose fulfilled

DCA/HU369/51 Main & Tail Rotor Control Tubes - Inspection

Applicability: All model 369D, 369E, 369F/F1, 369HE and 369HS.

Requirement: To preclude fatigue failure of the control tubes:

1. Inspect control tubes per Part 1 of MDHC SINs HN-217.1, DN-158.1, EN-48.1, FN-36.1 as applicable. Remove cracked control tubes before further flight.
2. Rework per Part II of the above MDHC SINs.

(FAA AD 89-23-14 refers)

Compliance:

1. Within next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS until Part II is accomplished.
2. Within next 600 hours TIS.

Effective Date: 30 March 1990

DCA/HU369/52 Tail Rotor Strap Pack Assembly - Retirement

- Applicability:** All model 369A and H Series with strap pack assemblies, P/N 369A1706-BSC and have, or have had, fibreglass tail rotor blades P/N 369A1607-BSC, 369A1710-BSC, -9, -11, or -13 installed.
- Requirement:** Retire from service strap pack assemblies P/N 369A1706-BSC which have been equipped with a fibreglass tail rotor blade or if the blade type fitted previously cannot be determined.
(FAA AD 89-11-05 refers)
- Compliance:** 1. For strap pack assemblies which have 3,200 hours or more TIS, replace the strap pack with a serviceable unit within the next 50 hours TIS.
2. For strap pack assemblies which have less than 3,200 hours TIS, replace with a serviceable unit before the accumulation of 3,250 hours TIS.
- Effective Date:** 30 March 1990

DCA/HU369/53 Oil Pressure Sensing Lines - Modification

- Applicability:** All model 369A, 369H Series, 369D, 369E, S/N 0001E through 0304E and 369FF, S/N 0001F through 0059F not equipped with oil flow restricting devices in the engine oil and torque pressure sensing lines.
- Requirement:** To restrict oil flow in the event of an engine oil or torque pressure sensing system failure, install restricting devices (snubbers) per MDHC SINs HN-221, DN-165, EN-55 or FN-43 as applicable.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 4 May 1990

DCA/HU369/54 Tail Rotor Swashplate Bearing - Inspection

- Applicability:** All model 369D, 369E and 369F/FF.
- Requirement:** To prevent tail rotor malfunction and possible loss of helicopter control, accomplish check required by Part I of MDHC SIN DN-167, EN-58 or FN-46 as applicable. Bearings with black seals must be inspected per Part II of the SIN until removed from service.
(FAA AD 90-12-03 refers)
- Compliance:** Part I - Within next 10 hours TIS.
Part II - Within next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS and then remove bearings from service at 300 hours TTIS or within next 10 hours TIS whichever is the later.
- Effective Date:** 22 June 1990

DCA/HU369/55 Rotor Blades - Inspection

Applicability: All model 369D, 369E, 369F, 369HE and 369HS aircraft fitted with main rotor blades P/N 369A1100-501, -501M, -503, -503A and -503M; 369D21100, -501, -501M, -505, -509, -509M, -513 and -513M; 369D21600-505, -505M; 369D21613-11 with S/N listed in the AD requirement, and/or

Tail rotor blades P/N 369A1613-3, -3M, -501, -501M, -503M and -505; 369D21613, -1M, -11, -11M, -41 and -51 with S/N listed in the AD requirement.

Requirement: Pending completion of an investigation currently being undertaken to confirm the airworthiness of certain overhauled/repaired main/tail rotor blades with P/N and S/N detailed herein, accomplish the following:

1. Main and tail rotor blades. Inspect and determine whether installed blades have affected P/N and S/N. Blades not affected require no further action.

Main rotor blade P/N 369A1100-501, -501M

Serial Numbers:

1991	20-2380	20Z406	2217	2218	29B075
49B936	7888	7964	88-7008	AC10	AD59
AD68	AD74	AD98	AE55	AF47	AF57
AG66	AH28	AH82	AH92	AJ72	AK49
AL07	AL12	AL34	AL41	AL49	AM10
BC84	BC86	DC97	N579	N701	T667
U537	U762	V129	V297	V305	W314
W705	Y249	WW784	Y268	Y607	Y608
Y641	Y653	Y666	Y681	Y734	Y845

Main rotor blade P/N 369A1100-503, -503A, -503M

Serial Numbers:

0321	1991	7845	AB81	AC10	AC52	AC70
AH97	AK28	AL34	AL43	AM10	AM11	AM74
AM76	AN24	AN90	AP64	AS81	AV03	AV51
AV81	AV85	AY25	B214	BB43	BC84	BC86
BC97	BD52	BE42	BE74	BE92	BN27	BN88
BS25	BS64	BT36	BT79	BY24	BY76	BY88
CB04	CF14	CF31	CH19	CH25	D850	T655
T661	T705	T716	U546	V673	VB08	W673
Y249	Y268	Y845	YO29			

Main rotor blade P/N 369D21100

Serial Numbers:

0046	0049	0051	0052	0056	0145
0156	0164	0219	0239	0243	0278
0321	0371	0618	0650	0658	0935
0939	0959	0960	0975	0996	1010
1560	1584	1645	1663	1668	1728
1740	1792M	1798M	1824	1837M	1891
2255	2285	2423	2482	2639	2701
2716	2719M	2783	2907	2911	2931
2964	3073M	3082	321	3299	3430
3437	3479	3550	3591	3627	3627M
3657	3721	3781	3782	3789	3799
3816	3843	3867	3871	3880	3904
3929	3931M	3946	3947	3978	3980M
4010	4071M	4100	4139	4234	4252
4265	4293	4403M	4477	4484M	4488
4495M	4694	4743	4758	4780	4827
5969	6111	614	618	693	7683
7751	7755	7764	M1858	M1949	M1954

M2568	M2842	M3668	M3819	M3901	M4137
M4240	M4369	M4499			

Main rotor blade P/N 369D21100-501, -501M
Serial Numbers:

3799	3863	3929	5303	AL12	AL41
Y641					

Main rotor blade P/N 369D21600-505, -505M
Serial Numbers:

0278	0321	0693	1949	1954	3679
3787	3789	4889	5076	5303	5932
6059	6537	6705	8539	M3461	M3615
M3846	M4119	M42	M4377		

Main rotor blade P/N 369D21100-505
Serial Numbers:

3010	3289	3799	3829	3863	3929
3985	4411	4711	4794	5930	5933
5938	6111	6782	7906	8019	AL12
AL41	Y641				

Main rotor blade P/N 369D21100-509, -509M
Serial Numbers:

0145	0156	0200	0219	0243	0278
0641	0798	0996	1310	1391	1645
1663	1792	1798	1858	1891	2482
2639	2842	3200	3238	3910	3819
3980	4573	5043	5076	5120M	5121
5162	5303	5491	5901	5977	6298
7766	8042	8168	8495	8684	M3668
M3910	M4100	M4369	M4499		

Main rotor blade P/N 369D21100-513, -513M
Serial Numbers:

0073	0278	0576	0583	0587	0602
0641	0649	0815	0920	0986	1211
1560	1663	1837	1858	1975	2423
2716	2719	2956	3082	3238	3299
3353	3339	3479	3782	3816	3864
3931	4139	4230	4411	4499	4794
5901	6537	6851	7766	8019	8168
8270	8495	A431	A549	B004	B449
B470	B511	B530	B713	B727	B738
B760	D526	D539	D543	D544	D549

Main rotor blade P/N 369D21613-11
Serial Number: 2070

Tail rotor blade P/N 369D21613, -1M, -11, -11M, -41, and -51.
Serial Numbers:

0045	0049	0161	0252	0253	0280
0281	0375	0376	0381	0393	0394
0500	0503	0507	0508	0551	0576
0655	0701	0702	0809	0810	0812
0820	0829	0849	0850	0965	1036
1037	1165	1175	1176	1342	1343
1357	1358	1368	1370	1376	1383
1460	1461	1495	1496	1531	1577
1578	1583	1584	1591	1592	1609
1613	1614	1636	1637	1638	1663

1713	1714	1728	1729	1730	1745
1762	1763	1808	1809	1821	1823
1865	1866	1905	1906	2069	2070
2284	2390	2391	2603	2771	2772
2903	2904	2917	2918	2958	3387
3445	3453	3507	3508	3653	3726
3829	3930	3943	3947	3995	3996
4227	5239	6001	6052		

Tail rotor blade P/N 369A1613-3, -3M, -501, -501M, -503M, and -505.
Serial Numbers:

0852	0854	0991	1188	1336	1469
1498	1618	1621	1622	1751	1809
1812	1813	1829	1855	1867	1868
1916	1920	1978	2010	2011	2025
2030	2033	2061	2156	2242	2294
2316	2630	2631	2676	2738	2752
2764	2766	2860	2862		
2893	2894	2962	2963	3000	3009
3037	3038	3081	3085	3099	3109
3111	3141	3148	3163	3164	3251
3278	4004	4008	4062	4779	4780
4782	5956	5957	7037	AE57	AE96

Tail rotor blade P/N 369A1100-501, -503
Serial Numbers:

AC10	AM10	Y249	Y268
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2. Affected main rotor blades:

Visually inspect for leading edge abrasion strip attachment integrity per MDHC SIN DN-146, EN-34, FN-23 or HN-208 as applicable, or later approved revisions of these documents.

3. Affected tail rotor blades:

- (a) Dye-penetrant inspect and tap test per Part I of MDHC SINs DN-130.2, EN-19.2, FN-17.1 or HN-197.2 as applicable, or later approved revisions of these documents.
- (b) Visually inspect per Part II of MDHC SINs DN-130.2, EN-19.2, FN-17.1 or HN-197.2 as applicable, or later approved revisions of these documents.

Any blade found with a void or bond separation beyond prescribed limits must be removed from service before further flight.

Compliance:

- 1. Within the next 5 hours TIS.
- 2. Within the next 5 hours TIS and thereafter at intervals not to exceed 50 hours TIS. Also before the first flight of every day the helicopter is to be operated.
- 3. (a) Within the next 5 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
- 3. (b) Within the next 5 hours TIS and thereafter before the first flight of every day the helicopter is to be operated.

Note 1:

The daily inspection may be accomplished by pilot subject to:

- Adequate instruction by LAME responsible for the aircraft.
- Maintenance Release endorsed to refer to inspection requirement.
- Copy of MDHC SINs DN-130.2, EN-19.2, FN-17.1 or HN-197.2 as applicable, to be attached to Maintenance Release.

Note 2:

Inspection requirement no longer applicable when affected blades have been reworked by an approved facility, subject to blade details being notified to CAA, Attention: CCAW.

Effective Date: 28 November 1990

DCA/HU369/56 Main Transmission Bolts - Inspection

- Applicability:** All model 369D, 369E S/N 0001E through 0352E, and 369F/FF S/N 0001F through 0067FF.
- Requirement:** To prevent possible failure of the main rotor transmission drive assembly inspect per MDHC S/Ns DN-166.1, EN-57.1, or FN-45.1 as applicable. Replace unacceptable bolts per the S/Ns.
(FAA AD 90-24-07 refers)
- Compliance:** Within next 300 hours TIS, next annual inspection, or the next time the transmission is removed, whichever is the sooner.
- Effective Date:** 22 February 1991

DCA/HU369/57 Tail Rotor Blade Root Fitting - Inspection

- Applicability:** All model 369 series with tail rotor blade assemblies P/N 369A1613 (all dash numbers) with S/N less than 7959; P/N 369D21613 (all dash numbers) with S/N less than 6482; P/N 369D21615 (all dash numbers) with S/N less than 1358; P/N 369D21606 (all dash numbers) with S/N less than 0538 and P/N 421-088 (all dash numbers) with S/N less than 0218. Tail rotor blades with yellow dots applied to the aft edge of the root fitting, have been inspected and do not have to comply with the requirement of this airworthiness directive.
- Requirement:** To detect or prevent cracks in the tail rotor blade root fitting, which could result in tail rotor blade failure, accomplish the following:-
1. Visually inspect per Part I of MDHC S/Ns HN-230.1, DN-177.1, EN-68.1, FN-55.1 as applicable. Any tail rotor blades found cracked must be removed from service before further flight.
 2. Inspect the tail rotor blade root fitting area for proper wall thickness using the MDHC inspection tools per Part II of the S/Ns. Unacceptable tail rotor blades must be removed from service before further flight. Mark acceptable blades with a yellow dot per the S/Ns.
(FAA AD 91-08-02 refers)
- Compliance:**
1. Within next 8 hours TIS and thereafter at intervals not to exceed 50 hours TIS, until 2. is accomplished. Also prior to the first flight of each day the helicopter is to be operated.
 2. By 1 September 1991.
- Effective Date:** 3 May 1991

DCA/HU369/58B Tail Rotor Blades - Inspection

Applicability Model 369 series with tail rotor blade assemblies P/N 369A1613-7, 369A1613-503, 369A1613-505, 369A1613-509, 369D21606, 369D21606-509, 369D21613-11, 369D21613-31, 369D21613-41, 369D21613-51, 369D21613-71, 369D21615, 369D21615-21, 369D21615-41, or 421-088 installed.

Requirement: To prevent loss of the abrasion strip, separation of a tail rotor blade and subsequent separation of the tail rotor gearbox, accomplish the following:-

1. Inspect the tail rotor blade abrasion strip for debonding from the tail rotor blade. Prior to conducting the repetitive inspections, remove any abrasion tape from the tail rotor blade.
 - (a) If inspection reveals debonding, replace the tail rotor blade with an airworthy blade that has been modified by the installation of rivets, and install 304 stainless steel abrasion tape (0.0027 inch thick) over the inboard end of the abrasion strip per MDHC SINS HN-238, DN-187, EN-80, FN-66.
 - (b) If inspection reveals no debonding, install 304 stainless steel abrasion tape (0.0027 inch thick) over the inboard end of the abrasion strip per steps B through H of Part I of MDHC SINS HN-238, DN-187, EN-80, FN-66.
2. Replace the tail rotor blades in shipsets with tail rotor blades that contain the new-design abrasion strips per Part II of MDHC SINS HN-238, DN-187, EN-80, FN-66. Once the new-design abrasion strips are installed on the tail rotor blades, the tail rotor assembly P/N changes as follows:

Old Tail Rotor Assembly Number	New Tail Rotor Assembly Number
369A1613-7	369A1613-11
369A1613-503	369A1613-507
369A1613-505	369A1613-507
369A1613-509	369A1613-507
369D21606	369D21606-511
369D21606-509	369D21606-511
369D21613-11	369D21613-11N
369D21613-31	369D21613-31N
369D21613-41	369D21613-61
369D21613-51	369D21613-61
369D21613-71	369D21613-61
369D21615	369D21615-N
369D21615-21	369D21615-31
369D21615-41	369D21615-31
421-088	421-088-11

Installation of tail rotor blades with new-design abrasion strips installed per Part II of MDHC SINS HN-238, DN-187, EN-80, FN-66, constitutes terminating action for this airworthiness directive.
(FAA AD 95-03-11 refers)

Compliance:

1. Within next 50 hours TIS or 90 days, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS.
2. Within next 1000 hours TIS.

Effective Date: 14 April 1995

DCA/HU369/59 Cancelled - Purpose fulfilled

DCA/HU369/60 External Cargo Container Kit - Placard

- Applicability:** Model 369D, 369E, 369F, 369HE and 369HS equipped with Gajon Associates Ltd (Viking Helicopters Limited) STC No. SH1134EA external cargo container kit (baggage pod).
- Requirement:** To prevent hazardous yaw oscillations during descents which could result in loss of control of the helicopter install a placard on the instrument panel as close as practicable to the airspeed indicator and in clear view of the pilot that reads:-
- BAGGAGE POD INSTALLED**
V_{ne} 90 KIAS IN POWERED DESCENT (more than 1000 fpm) OR IN
AUTOROTATION
 (FAA AD 93-07-10 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** 3 September 1993

DCA/HU369/61 Fuel Vent System - Inspection

- Applicability:** Model 369D, 369E S/N 0001E through 0508E, 369F or 369FF S/N 0003 through 0091 and 369H, equipped with fuel vent line emergency shutoff valve assemblies, P/N 369H8108, 369H8108-501 or 369H8108-503.
- Requirement:** To prevent erroneously high in-flight fuel quantity indications due to a blocked fuel vent line, accomplish the following:-
1. Inspect per McDonnell Douglas SIN HN-234.1, DN-181.1, EN-73.1, FN-60.1, Part I. Replace any incorrectly closed or obstructed valve with an airworthy valve before further flight.
 2. Install a P/N 369H8108-505, 369H8108M, 369H8108-501M or 369H8108-503M fuel vent line emergency shutoff valve per McDonnell Douglas SIN HN-234.1, DN-181.1, EN-73.1, FN-60.1, Part II.
(FAA AD 93-18-05 refers)
- Compliance:**
1. At 2500 hours TTIS or within next 100 hours TIS, whichever is the later and thereafter at intervals not to exceed 100 hours TIS.
 2. At 3000 hours TTIS or within next 600 hours TIS, whichever is the later.
- Effective Date:** 21 January 1994

DCA/HU369/62 Tail Rotor Swashplate Lockwasher - Inspection

- Applicability:** Model 369D, E, F, and FF fitted with pitch control assembly P/N 369D21800 or P/N 369D21820.
- Requirement:** To prevent failure of the inner tang of the pitch control assembly lockwasher and loss of tail rotor control, accomplish the following:-
1. Inspect the lockwasher per McDonnell Douglas Helicopter Systems SIN DN-185, EN-78, or FN-64. Scrap unacceptable lockwashers. Apply torque stripe per SIN DN-185, EN-78, or FN-64.
 2. Inspect torque stripe for slippage per SIN DN-185, EN-78, or FN-64. If any slippage is detected, replace the lockwasher with an airworthy lockwasher per the applicable maintenance manual. Reapply the torque stripe per SIN DN-185, EN-78, or FN-64.
(FAA AD 94-24-04 refers)
- Compliance:**
1. Within next 25 hours TIS or 90 calendar days, whichever is the sooner.
 2. At intervals not to exceed 100 hours TIS.
- Effective Date:** 20 January 1995

DCA/HU369/63 Hardpoint Assembly - Removal

Applicability Model 369D, 369E, 369F, 369FF and 500N that are fitted with a Flight Trails Helicopters, Inc hardpoint assembly in accordance with STC SH6080NM or any other modification.

Requirement: To prevent failure of the hardpoint assembly, accomplish the following:-

Remove any Flight Trails Helicopters, Inc hardpoint assembly not marked with a P/N and S/N. Accomplish this by removing the NAS 1351-3 cap screw that secures the hardpoint assembly to the jacking fitting, P/N 369H2521-1 and -2, and slipping the hardpoint assembly out of the step mount.

The only Flight Trails Helicopters, Inc hardpoint assemblies that are considered airworthy and eligible for installation are those hardpoint assemblies marked with a S/N and either P/N FTH 105 LH Mod 1 or P/N FTH 105 RH Mod 1.

(FAA AD 96-08-03 refers)

Compliance: Within next 5 hours TIS.

Effective Date: 7 June 1996

DCA/HU369/64 Main Rotor Blade Root End - Inspection

Applicability Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N. . This AD is not applicable to models 369D and 369E modified by Helicopter Technology Company STC SR09074RC.

This AD is not applicable to models 369A, 369H, 369HE, 369HM and 369HS modified by Helicopter Technology Company STC SR09184RC.

Requirement: To prevent failure of a main rotor blade, separation of the blade and loss of the helicopter, accomplish the following:-

1. Perform a visual inspection of each blade root end for cracking and paint or sealant cracking per Part I of McDonnell Douglas SIN HN-239, DN-188, EN-81, FN-67, or NN-008. If any blade crack is noted, before further flight, remove the blade and replace it with an airworthy blade. If paint or sealant cracking or separation is noted, accomplish the inspection per paragraph 3E of Part II of SIN HN-239, DN-188, EN-81, FN-67, or NN-008. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade before further flight.

2. Remove the main rotor blades and inspect for cracking per Part II of McDonnell Douglas SIN HN-239, DN-188, EN-81, FN-67, or NN-008. If missing or cracked adhesive or paint is detected at the lower surface root end fitting to doubler bonding line, accomplish the inspection per paragraph 3E of Part II of SIN HN-239, DN-188, EN-81, FN-67, or NN-008. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade before further flight.

(FAA AD 96-10-09 refers)

Compliance: 1. Within next 10 hours TIS.

2. Within 100 hours TIS of accomplishing inspection per part 1 of this airworthiness directive, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 7 June 1996

DCA/HU369/65C Unapproved Components - Removal**Applicability:** Model 369 series fitted with any of the following components.

Driven Gear		P/N 369A5108-3		
Serial Number:	82402			
Folding Pin		P/N 369A1004-3		
Serial Number:	4-0-15597	4-0-17933	4-0-18070	
4-0-18173	4-0-18192	4-0-18212	4-0-18235	
73-1693				
Horizontal Stabiliser		P/N 369A3600-601		
Serial Number:	4856			
Horizontal Stabiliser		P/N 369A3600-603		
Serial Number:	3051	693326	118206	1282160
Main Rotor Blade		P/N 369A1100-501		
Serial Number:	AC45	BC81		
Main Rotor Blade		P/N 369A1100-503		
Serial Number:	AA79	AU19	BC57	BN97
	BW62	BW74	Y498	Y523
Main Rotor Blade		P/N 369A1100-503M		
Serial Number:	20 J 999	AP 32	AW 04	P402
Y992	S 667			
Main Rotor Blade		P/N 369D21100-513		
Serial Number:	C530			
Main Rotor Blade		369D21100-516		
Serial Number:	F124	F235	F254	F264
Main Rotor Driveshaft		P/N 369A5500		
Serial Number:	1446			
Main Rotor Hub		P/N 369A1200-501		
Serial Number:	78-0940			
Main Rotor Mast		P/N 369A2014-501		
Serial Number:	2580			
Ring Gear		P/N		
International Heliparts Release Note Number:				143
Strap Pack		P/N 369A1706		
Serial Number:	3280	15B149	38C857	38C860
74A-662	74A721	84A866	85B389	94A981

Tail Rotor Blade	P/N 369A1613-3
Serial Number:	406 1064
Tail Rotor Blade	P/N 369A1613-503
Serial Number:	3971 6870 7474
Tail Rotor Pinion	P/N 369A5109-17
Serial Number:	26192
Tail Rotor Transmission	P/N 369A1706-507
Serial Number:	710
Tail boom	P/N 369A3550-505
Serial Number:	66-1212
Upper Vertical Stabiliser	P/N 369A3625-601
Serial Number:	39-2681
Vertical Stabiliser	P/N 369A3625-601
Serial Number:	49-0842

Requirement: To prevent possible in-service failure of unapproved components, remove the components listed from service.

Any of the components listed held as spares must not be fitted to any helicopter.

Compliance: Before further flight.

Effective Date: DCA/HU369/65B - 14 February 1997
DCA/HU369/65C - 1 August 1997

DCA/HU369/66 Transmission Output Drive Gear - Inspection

Applicability: Model 369D, E, F, FF, and 500N with main rotor transmission, P/N 369D25100, installed.

Requirement: To prevent failure of the transmission output drive gear, P/N 369D25127-11, accomplish the following:-

1. Determine through an inspection of records, contact with the manufacturer, or using a bright light and viewing through the open liquid level plug port, if the installed gear serial number is S/N 005570-0646 through S/N 005570-0765, or S/N 005570-0876 through S/N 005570-0998. McDonnell Douglas Helicopter Service Information Notice DN-189, EN-82, FN-69 and NN-009 refer.
2. If the gear has a listed S/N, remove the gear and replace it with an airworthy gear, that has a S/N other than the S/Ns listed.

Note: Replacement of the affected gear with an airworthy gear having a S/N other than those S/Ns listed is considered terminating action for the requirements of this AD. (FAA AD 97-15-08 refers)

Compliance:

1. Determine the installed gear S/N within the next 10 hours TIS.
2. Remove the gear and replace it with an airworthy gear as follows;
 - (a) For helicopters equipped with a cargo hook assembly, with a separate, permanently-maintained log of actual hours TIS of external load operation, remove and replace the gear within the next 25 hours TIS for external load operations, or within the next 400 hours TIS for non-external load operation, whichever occurs first.

(b) For helicopters equipped with a cargo hook assembly, with no separate, permanently- maintained log of actual external load operation, remove and replace the gear within the next 25 hours TIS.

(c) For helicopters without cargo hook assemblies, remove and replace the gear within the next 400 hours TIS.

Effective Date: 31 July 1997

DCA/HU369/67 Spray System Dump Weight – Replacement

Applicability: Model 369 series fitted with Marine Helicopters Ltd MH86001 Spray System

Requirement: To ensure ability to jettison the load in an emergency, fit a modified dump weight per instructions from Marine Helicopters Ltd.

Note: The original dump weight supplied with the spray system may not release from those aircraft fitted with Eastern Rotorcraft cargo hooks. The modified weight has been designed to ensure correct operation with all cargo hooks.

Compliance: By 31 October 1997

Effective Date: 26 September 1997

DCA/HU369/68 Main Rotor Hub - Removal from Service

Applicability: Model 369 series fitted with main rotor hub P/N 369A1200-501 with S/N plate indicating a S/N of 4049.

Requirement: To prevent possible in-service failure of unapproved main rotor hub P/N 369A1200-501 that has been re-identified with serial number plate 4049, remove this hub from service before further flight.

Compliance: Before further flight

Effective Date: 19 December 1997

DCA/HU369/69B Main Rotor Blade - Inspection

Applicability: Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6A helicopters with the following main rotor blades installed;

P/N 369A1100-507 with S/N D139 through D203, D209 through D223; or

P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055; or

P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115.

Requirement: To detect cracks that could lead to failure of the blade and subsequent loss of the helicopter, accomplish the following:-

1. Inspection

For any affected main rotor blade (blade) that has 600 or more hours TIS.

A. With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking starting at the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting. If any cracking is discovered, remove the blade and replace it with an airworthy blade.

B. With each blade lifted off the droop stop, inspect the lower surface for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line. If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems SIN HN-239, DN-188, EN-81, FN-67, NN-008. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the SIN, replace the blade with an airworthy blade.

Note: Boeing McDonnell Douglas Helicopter Systems SB369H-243R3, SB369E-088R3, SB500N-015R3, SB369D-195R3, SB369F-075R3, SB600N-007R2, refers to the subject of this AD.

2. Retirement

A. Blades are to be removed from service on or before reaching either of the applicable new life limits. The new life limits are determined by hours TIS or number of torque events (TE). A torque event is defined as the transition to a hover from forward flight. For this definition of TE, forward flight is considered to be flight at any airspeed after attaining translational lift.

For blades that do not have TE logged, log the TE in the rotorcraft log or equivalent record as follows:

- (i) Log the number of TE, if known.
- (ii) For non-cargo hook operations, if the number of TE is unknown, log 6 TE for each hour TIS.
- (iii) For cargo hook (external load) operations, or for any combination of non-cargo hook operations and cargo hook (external load) operations, if the number of TE is unknown, log 20 TE for each hour TIS.

B. Make an entry into the component record or equivalent record to reflect new life limits for blade P/Ns as follows.

- (i) For P/N 369A1100-507, Models 369A, 369H, 369HE, 369HM, 369HS, and OH-6A, enter 1,750 hours TIS or 10,600 TE, whichever occurs first.
- (ii) For P/N 369D21100-517, Models 369D and 369E, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.
- (iii) For P/N 369D21102-517, Model 369F, 369FF, and 500N, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

3. Record Keeping

After compliance with paragraph 2 of this AD, during each operation thereafter, maintain a count of TE performed and additional hours TIS accumulated, and, add those counts to the accumulated number of TE and hours TIS on the rotorcraft log or equivalent record.

Note: The blades are no longer retired based upon only hours TIS. This AD revises the Airworthiness Limitations Section of the maintenance manual by establishing a new retirement life for certain blades based on hours TIS or a number of TE, whichever occurs first.
(FAA AD 98-15-26 refers)

Compliance: 1. At 600 (blade) hours TIS, before further flight, and thereafter at intervals not to exceed 25 hours TIS.

Note: The inspections required between the scheduled 100 hour inspections may be accomplished by pilot subject to:

- (a) Adequate instruction by LAME responsible for the aircraft.
- (b) Certificate of Release to Service endorsed to refer to inspection requirement.

2. By 28 September 1998 unless already accomplished.

3. After compliance with part 2 of this AD.

Effective Date: DCA/HU369/69A - 13 March 1998
DCA/HU369/69B - 28 August 1998

DCA/HU369/70 Tail Rotor Control Rod - Replacement

Applicability: Model 369F and 369FF

Requirement: To prevent buckling of the tail rotor control rod assembly when subjected to ultimate jam loads, loss of tail rotor control, and subsequent loss of control of the helicopter, remove the tail rotor control rod assembly, P/N 369D27516, and replace it with an airworthy rod assembly, P/N 369D27516-5. Replacement of the rod assembly with P/N 369D27516-5, constitutes a terminating action for the requirements of this AD. (FAA AD 98-07-19 refers)

Compliance: Within next 300 hours TIS.

Effective Date: 8 May 1998

DCA/HU369/71 Overrunning Clutch Outer Race - Removal

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS and 500N.

Requirement: To prevent failure of the overrunning clutch assembly outer race, which could result in loss of engine drive to the rotor system and a subsequent forced landing, inspect the overrunning clutch outer race, P/N 369A5352, to determine its S/N per paragraphs A through C of the Accomplishment Instructions contained in McDonnell Douglas Helicopter Systems SIN HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010. Remove any overrunning clutch outer race, P/N 369A5352, having a S/N of 0692 through 0927, and replace it with an airworthy overrunning clutch outer race, P/N 369A5352-5, together with a wave washer, P/N W1593-018, per SIN HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010. (FAA AD 98-09-02 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 8 May 1998

DCA/HU369/72A Engine Control and Warning System Relays - Inspection

Applicability: Model 369E S/N 384E through 0539E, model 369FF S/N 076FF through 0128FF, model 500N S/N up to and including LN085 and model 600N S/N RN002 through RN039.

Requirement: To prevent undetected loss of engine control or warning systems, accomplish the following:

Access relays K1, K2, K3, K5, K104, and K200 (relays, P/N HS4240).

Remove each relay from its relay receptacle, P/N HS4256-1.

Using a No. 60 drill bit or a 0.040-in. diameter wire as a gauge, attempt to insert the gauge into every contact socket of each relay. Ensure the gauge is inserted perpendicular to the face of the receptacle, to prevent damage to the receptacle and the socket (Figure 1). If the gauge can be inserted into a socket, it is unairworthy and must be replaced with an airworthy socket, P/N 019-0075-002.

Any replacement relay, P/N HS4240, must be inspected prior to further flight per this AD.

Note: Boeing MDHS SB369E-090, SB369F-077, SB500N-017, SB600N-014, dated July 6, 1998, pertains to the subject of this AD. (FAA AD 99-08-07 refers)

Compliance: Within next 30 days, unless already accomplished

Effective Date: DCA/HU369/72 - 20 August 1998
DCA/HU369/72A - 7 May 1999

DCA/HU369/73 Overrunning Clutch - Inspection

- Applicability:** Model 369D, 369E, 369FF, 500N, AH-6, and MH-6 helicopters, with overrunning clutch assembly, P/N 369F5450-501, installed.
- Requirement:** To detect wear of clutch components and excessive vibration which could lead to failure of the overrunning clutch, and subsequent loss of power to the helicopter rotor drive system, accomplish the following:-
- Visually inspect the overrunning clutch retainer, P/N 369F5460-1, carrier, P/N 369F5461-1, housing, P/N 369F5451-1, and pin, P/N MS16556-801, for clutch or carrier wear or pin damage per the Accomplishment Instructions in McDonnell Douglas Helicopter Systems SIN DN-190, EN-83, FN-70, NN-011.
- If wear or damage to components is found, replace those components with airworthy components prior to further flight.
- (FAA AD 98-21-12 refers)
- Compliance:** At 100 (clutch assembly) hours TTIS or within next 25 hours TIS, whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 5 November 1998

DCA/HU369/74 Input Shaft Coupling Assembly - Inspection

- Applicability:** Model 369D, 369E, 369FF, 369H, 500N and 600N with input shaft coupling assemblies, P/N 369F5133-1, S/N 030829-0126 through 030829-0207, installed on main transmission, P/N 369F5100-503, and on overrunning clutch, P/N 369F5450.
- Requirement:** To prevent failure of the spline teeth in each input shaft coupling assembly and loss of drive to the main rotor system, accomplish the following:-
- Visually inspect the coupling assemblies, P/N 369F5133-1, installed on main transmission, P/N 369F5100-503, and on overrunning clutch, P/N 369F5450, for pitting under the solid film lubricant in the spline area of the coupling.
- If there is pitting in the splines, replace the coupling assembly with an airworthy coupling assembly, P/N 369F5133-1, that has been inspected as required by this AD.
- (FAA AD 99-04-12 refers)
- Note:** Boeing SB369H-240, SB369E-085, SB500N-013, SB369D-192, SB369F-072, and SB600N-003 also refer.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 9 April 1999

DCA/HU369/75 Tail Rotor Blade Leading Edge - Inspection

- Applicability:** Model 369A, 369D, 369E, 369FF, 369H, 369HE, 369HS and 369HM.
- Requirement:** To prevent failure of the tail rotor blades, inspect the leading edges per Boeing SB369H-241, SB369E-086, SB369D-193, SB369F-073. Tail rotor blades with evidence of cracking must be removed from service before further flight.
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Note:** This AD is still applicable to tail rotor blades after they have been inspected for leading edge skin thickness by Boeing approved blade repair stations.
- Effective Date:** 9 April 1999

DCA/HU369/76 Tail Rotor Fork Assembly - Inspection

Applicability: Model 369D and E helicopters, with four-bladed tail rotor fork assemblies, P/N 369D21701-21, installed.

Requirement: To prevent failure of the fork assembly, P/N 369D21701-21, which can result in loss of a tail rotor blade and subsequent loss of control of the helicopter, accomplish the following:-

1. Inspect each fork assembly, P/N 369D21701-21, for the presence of ridges on the arms. See Figure 1, sheets 1 and 2. MD Helicopters SB369D-198 and SB369E-092, pertains to the subject of this AD.

If ridges are found, no further action is required by this AD.

If no ridges are found, chemically remove paint from the machined areas, inspect the fork assembly for a crack using the dye-penetrant procedure of MIL-STD-6866 or ASTM-E1417, and conduct a visual inspection using a 10X or higher magnifying glass. (See Figure 1, sheets 1 and 2.) Replace a cracked fork assembly with an airworthy fork assembly before further flight. A fork assembly without ridges, P/N 369D21701-21, may not be installed.

2. Visually inspect each fork assembly without ridges, P/N 369D21701-21, for a crack using a 10X or higher magnifying glass. (See Figure 1, sheets 1 and 2.) If a crack is found, replace the cracked fork assembly with an airworthy fork assembly before further flight. A fork assembly without ridges, P/N 369D21701-21, may not be installed.

Note: The fork assembly is titanium, which requires dwell times for the dye penetrant inspection that are appropriate for titanium.

Replacing an unairworthy fork assembly with an airworthy fork assembly other than P/N 369D21701-21 without ridges constitutes terminating action for this AD.

(FAA Priority Letter AD 99-13-09 refers)

Compliance:

1. Before further flight.
2. Within 50 hours TIS after the initial inspection and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 24 June 1999

DCA/HU369/77E Kawasaki-Hughes 369HS – Continuing Airworthiness

Applicability: Kawasaki-Hughes 369HS helicopters, S/N 6601 through to 6650.

Note 1: All parts and components fitted to Kawasaki-Hughes 369HS helicopters must be as specified in the Kawasaki-Hughes 369HS Illustrated Parts Catalogue HS055, or fitted in accordance with an approved modification, or other applicable acceptable technical data. Requirement 2 revised to include compliance with applicable Instructions for Continued Airworthiness (ICA's) for parts and components fitted in accordance with an approved modification, or other applicable acceptable technical data, and includes compliance with any related Airworthiness Directive and Airworthiness Limitation for the parts or components mandated by the National Airworthiness Authority of the State of Design.

Requirement: The Kawasaki-Hughes 369HS helicopter is a license-manufactured version of the MDHI 369HS produced under JCAB Type Certificate No. 26-9. To ensure the continuing airworthiness of the type in New Zealand, comply with the following:

1. Kawasaki-Hughes 369HS helicopters shall be maintained/operated using the following manuals:

- a) Maintain aircraft per the MDHI 369H Basic Handbook of Maintenance Instructions (Basic HMI) CSP-H-2.
- b) Components made by Kawasaki Heavy Industries (KHI) shall be overhauled using the overhaul procedure in the KHI Component Overhaul Manual at the TBO intervals specified in the inspection section of the KHI Maintenance Instructions.
- c) The approved flight manual for the Kawasaki-Hughes 369HS helicopter is AIR no. 3106 (CSP-HE/HS-1) and is referred to on the helicopter Airworthiness Certificate.
- d) Maintain aircraft avionics per the KHI Maintenance Instructions.
- e) Aircraft structure shall be repaired per the MDHI 369H Structure Repair Manual CSP-H-6 (Basic HMI Appendix D).
- f) Aircraft corrosion shall be repaired per the MDHI 369H Corrosion Control Manual CSP-A-3.
- g) Periodic inspections shall be accomplished per MDHI 369H Periodic Inspections Manual CSP-H-4 (Basic HMI Appendix B), where applicable.
- h) Maintain aircraft per KHI service bulletins. Future KHI mandatory service bulletins will be available in English.

2. Parts to be fitted:

All parts and components fitted to Kawasaki-Hughes 369HS helicopters must be as specified in the Kawasaki-Hughes 369HS Illustrated Parts Catalogue HS055, or fitted in accordance with an approved modification, or other applicable acceptable technical data.

All parts and components fitted in accordance with an approved modification, or other applicable acceptable technical data must be maintained in an airworthy condition in accordance with the applicable Instructions for Continued Airworthiness (ICA's) issued by the manufacturer or supplier of the parts or components. This includes compliance with any related Airworthiness Directive and Airworthiness Limitation for the parts or components mandated by the National Airworthiness Authority of the State of Design.

Note 2: Supplemental Type Certificates (STC's) which refer to a FAA Type Certificate are not to be fitted without an approved modification.

Note 3: Kawasaki-Hughes 369HS parts and components may not be fitted to MDHI 369HS helicopters.

Note 4: The installation of abrasion-strips on Kawasaki tail rotor blades is not approved by the manufacturer.

3. Parts - Retirement lives:

The following parts, except those listed in part 4 of this AD, must be retired from service not later than the times specified in the JCAB-Approved Maintenance Manual for the Kawasaki-Hughes 369HS. All of the components and parts that were:

- a) manufactured by Kawasaki, or
- b) supplied by Kawasaki, or
- c) found fitted to a Kawasaki-Hughes 369HS and which cannot be shown to have been manufactured by Hughes or their successors.

4. Parts - Extended retirement lives:

The following parts may remain in service until the times listed:

- | | | |
|----|---|-----------------|
| a) | Upper Vertical Stabilizer, P/N 369A3625 | 3840 hours TTIS |
| b) | Horizontal Stabilizer, P/N 369A3600 | 3450 hours TTIS |

Note 5: Alternate means of compliances previously approved for DCA/HU369/77 and subsequent revisions are no longer valid.

Compliance: From 1 June 2006 (the effective date of DCA/HU369/77C)

Effective Date: DCA/HU369/77C - 1 June 2006
DCA/HU369/77D - 29 October 2009
DCA/HU369/77E - 28 February 2013

DCA/HU369/78C Kawasaki-Hughes 369D – Continuing Airworthiness

Applicability: Kawasaki-Hughes 369D S/N 6701 through to 6709.

Note 1: All parts and components fitted to Kawasaki-Hughes 369D helicopters must be as specified in the Kawasaki-Hughes 369D Illustrated Parts Catalogue HD113, or fitted in accordance with an approved modification, or other applicable acceptable technical data. Requirement 2 revised to include compliance with applicable Instructions for Continued Airworthiness (ICA's) for parts and components fitted in accordance with an approved modification, or other applicable acceptable technical data, and includes compliance with any related Airworthiness Directive and Airworthiness Limitation for the parts or components mandated by the National Airworthiness Authority of the State of Design.

Requirement: The Kawasaki-Hughes 369D helicopter is a license-manufactured version of the MDHI 369D produced under JCAB Type Certificate No. 29-5. To ensure the continuing airworthiness of the type in New Zealand comply with the following:

1. Kawasaki-Hughes 369D helicopters shall be maintained/operated using the following manuals:

- a) Maintain aircraft per the MDHI 369D Handbook of Maintenance Instructions, Servicing and Maintenance, HMI CSP-HMI-2.
- b) Components made by Kawasaki Heavy Industries (KHI) shall be overhauled using the overhaul procedure in the KHI Component Overhaul Manual at the TBO intervals specified in the inspection section of the KHI Maintenance Instructions.
- c) The approved flight manual for the Kawasaki-Hughes 369D helicopter is AIR no. 2663 (CSP-D-1) and is referred to on the helicopter Airworthiness Certificate.
- d) Maintain aircraft avionics per the KHI Maintenance Instructions.
- e) Aircraft structure shall be repaired per the MDHI 369D Structure Repair Manual CSP-COM-6.
- f) Aircraft corrosion shall be repaired per the MDHI 369D Corrosion Control Manual CSP-A-3.
- g) Periodic inspections shall be accomplished per MDHI 369D Periodic Inspections Manual CSP-HMI-2, where applicable.
- h) Maintain aircraft per KHI service bulletins. Future KHI mandatory service bulletins will be available in English.

2. Parts to be fitted:

All parts and components fitted to Kawasaki-Hughes 369D helicopters must be as specified in the Kawasaki-Hughes 369D Illustrated Parts Catalogue HD113, or fitted in accordance with an approved modification, or other applicable acceptable technical data.

All parts and components fitted in accordance with an approved modification, or other applicable acceptable technical data must be maintained in an airworthy condition in accordance with the applicable Instructions for Continued Airworthiness (ICA's) issued by the manufacturer or supplier of the parts or components. This includes compliance with any related Airworthiness Directive and Airworthiness Limitation for the parts or components mandated by the National Airworthiness Authority of the State of Design.

Note 2: Supplemental Type Certificates (STC's) which refer to a FAA Type Certificate are not to be fitted without an approved modification.

Note 3: Kawasaki-Hughes 369D parts and components may not be fitted to MDHI 369D helicopters.

3. Parts - Retirement lives:

The following components and parts must be retired from service not later than the times specified in the JCAB-Approved Maintenance Manual for the Kawasaki-Hughes 369D. All of the components and parts that were:

- a) manufactured by Kawasaki, or
- b) supplied by Kawasaki, or
- c) found fitted to a Kawasaki-Hughes 369D and which cannot be shown to have been manufactured by Hughes or their successors.

Note 4: Alternate means of compliances previously approved for DCA/HU369/78 and subsequent revisions are no longer valid.

Compliance: From 1 June 2006 (the effective date of DCA/HU369/78B)

Effective Date: DCA/HU369/78A - 25 March 2004
DCA/HU369/78B - 1 June 2006
DCA/HU369/78C - 28 February 2013

DCA/HU369/79 Oil Cooler Blower Bracket - Replacement

Applicability: Model 369D, 369E, 369FF, 500N, and 600N with oil cooler blower bracket P/N 369F5190-1 installed.

Requirement: To prevent failure of the oil cooler blower bracket, loss of cooling of engine oil and transmission oil, and a subsequent forced landing, remove the bracket, P/N 369F5190-1, and replace it with an airworthy bracket, P/N 369F5194-1. (FAA AD 99-20-12 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 22 October 1999

DCA/HU369/80 Thruster Control Cables – Inspection

Applicability: Model 500N helicopters, S/N LN 001 through LN 099

Requirement: To prevent failure of the thruster control cable conduit cap at the telescopic swivel end or relieved area and subsequent loss of anti-torque directional control of the helicopter, accomplish the following:-

A. Inspect the forward and centre thruster control cables, P/N 500N7201-5, -7, -37, -45, or -51, installed in affected helicopters, for a crack, corrosion, or damage in the cap at the telescopic swivel end per the following paragraphs of the Accomplishment Instructions, Section 2, of MDHI SB500N-021 (SB 021).

1. Inspect the forward thruster control cables per paragraphs A.(1) through (5) of SB 021. Install safety wire per paragraph A.(7) of SB 021.

2. Inspect the centre thruster control cable per paragraphs B.(1) through (4) and (6) of SB 021.

3. If an unacceptable crack or ball separation from the cap is found, remove and replace the unairworthy forward or centre thruster control cable with an airworthy cable prior to further flight.

B. Inspect the forward and centre thruster control cables, P/N 500N7201-5, -7, -37, -45, or -51 installed in affected helicopters in the cap relieved area for a crack, corrosion, or damage per the Accomplishment Instructions, Section 2, of MDHI SB SB500N-020R1 (SB 020R1).

1. Inspect the forward thruster control cable for a crack or corrosion per paragraphs B. (1) through (5) and (7) of SB 020R1.

2. Inspect the centre thruster control cable for a crack or corrosion per paragraphs C(1) through (4), and (6) of SB 020R1.

3. If an unacceptable crack is found, remove and replace the unairworthy forward or centre thruster control cable with an airworthy cable prior to further flight.

C. Replace the forward and centre thruster control cables, P/N 500N7201-5, -7, -37, and -45, and -51, with P/N 500N7201-55 and -57. Accomplishment of the requirements of this paragraph is terminating action for the requirements of this AD. (FAA AD 99-25-08 refers)

Compliance: A. Within the next 5 hours TIS or by 31 December 1999, whichever occurs first. Thereafter at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs first.

B. Within the next 100 hours TIS or by 19 February 2000, whichever occurs first. Thereafter at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs first.

C. By 1 December 2000.

Effective Date: 2 December 1999

DCA/HU369/81 TOT Indicating System - Calibration

- Applicability:** Model 369D, 369E, and 500N fitted with analog/digital turbine outlet temperature (TOT) indicator P/N 369D24513-1, and
Model 600N fitted with analog/digital TOT indicator P/N 9A3420.
- Requirement:** To prevent an erroneous TOT indication, damage to critical engine components, loss of engine power, and a subsequent forced landing, accomplish the following:
- Model 369E, 369D, and 500N**
Test the TOT indicating system to verify correct calibration per Part I of MDHI SB369D-199, SB369E-093, SB500N-019. If during any test the TOT indicator readings for the tester setting temperatures in Table 1, Part I, of the SB are not within the indicator reading range, before further flight, perform the actions in the Accomplishment Instructions, Part I, paragraph (6)(b) of the SB.
- Model 600N**
Test the TOT indicating system, including the electronic control unit (ECU) TOT sensing system, to verify correct calibration per Part I of MDHI SB600N-026. If during any calibration test the TOT indicator readings for the tester setting temperatures in Table 1, Part I, of the SB are not within the indicator reading range, before further flight, perform the actions in the Accomplishment Instructions, Part I, paragraph (7)(b) of the SB.
- If during any test the Full Authority Digital Electronic Control (FADEC) maintenance lap-top terminal does not indicate ECU TOT within ± 5 degrees Celsius of the tester setting in Table 1, Part I, of the SB, before further flight, perform the actions in the Accomplishment Instructions, Part III, of the SB.
- (FAA AD 2000-08-22 refers)
- Compliance:** Within the next 50 hours TIS or by 25 June 2000, whichever occurs first. Thereafter repeat the test at intervals not to exceed 300 hours TIS.
- Effective Date:** 25 May 2000

DCA/HU369/82A Helicopter Technology Co. Main Rotor Blades - Inspection

- Applicability:** Models 369A, H, HE, HM, HS, D, E, FF, and 500N fitted with the following Helicopter Technology Company main rotor blades;
P/N 500P2100-BSC (STC SR09172RC) S/N K101 through K562,
P/N 500P2100-101 and -301 (STC SR09074RC and SRO9184RC), S/N A001 through A999 and B001 through B529,
P/N 500P2300-501 (STC SR01050LA) S/N T101 through T107.
- Requirement:** To detect spar bonding voids that may allow the formation of corrosion and fatigue cracks and subsequent blade failure, perform a tap inspection on both the upper and lower surfaces of the main rotor blades per Helicopter Technology Co MSB 2100-2R2. If any voids are detected that exceed those identified as allowable per the MSB, the main rotor blades must be replaced before further flight.
- (FAA AD 2000-25-52 refers)
- Compliance:** Before further flight, unless already accomplished.
- Effective Date:** DCA/HU369/82 - 16 November 2000
DCA/HU369/82A – 21 December 2000

DCA/HU369/83 Magnesium Collective Pitch Mixer Bellcrank - Inspection

Applicability: Kawasaki model 369HS and 369D helicopters fitted with magnesium collective pitch mixer bellcranks P/N 369A7602-W501.

Note: This AD is not applicable to helicopters fitted with aluminium collective pitch mixer bellcranks (P/N 369N2664-501).

Requirement: To prevent failure of the magnesium collective pitch mixer bellcrank during flight, perform a dye penetrant inspection per Kawasaki SB KSB-369-338 or KSB-369D-224, as applicable. Before further flight, replace per SB KSB-369-338 or KSB-369D-224 as applicable, any bellcrank found cracked.
(JCAB AD TCD-5588-2001 refers)

Compliance: Within next 10 hours TIS, and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 10 May 2001

DCA/HU369/84 Cancelled – Purpose Fulfilled

DCA/HU369/85A Tail Rotor Gearbox Attachment Bolts – Inspection

Applicability: Model 369D, 369E, 369F, 369FF with tailboom S/N 5001-5032, modified per Aerometals STC SH5055NM.

Model 369D and 369E with tail rotor gearbox attach bolts modified per Aerometals STC SH4801NM.

Requirement: To prevent loss of the tail rotor gearbox due to attaching bolts of inadequate grip length and subsequent loss of helicopter control, accomplish the following:

1. Determine the P/N of each tail rotor gearbox attaching bolt. If the P/N cannot be determined or if the bolt is not P/N NAS1304-26, replace with bolt, P/N NAS1304-26, before further flight. Torque the bolt to 100-110 in-lbs and apply a slippage mark.
2. Remove the tailboom control rod and determine the number of bolt threads protruding from each nutplate on the internal surface of the aft tailboom frame casting, P/N 369D23503, as shown in Figure 1 of this AD. At least one thread must protrude. If more than four threads protrude, add an additional washer, P/N AN960D416, under the bolt head. Torque the bolt to 100-110 in-lbs, and reapply a slippage mark.

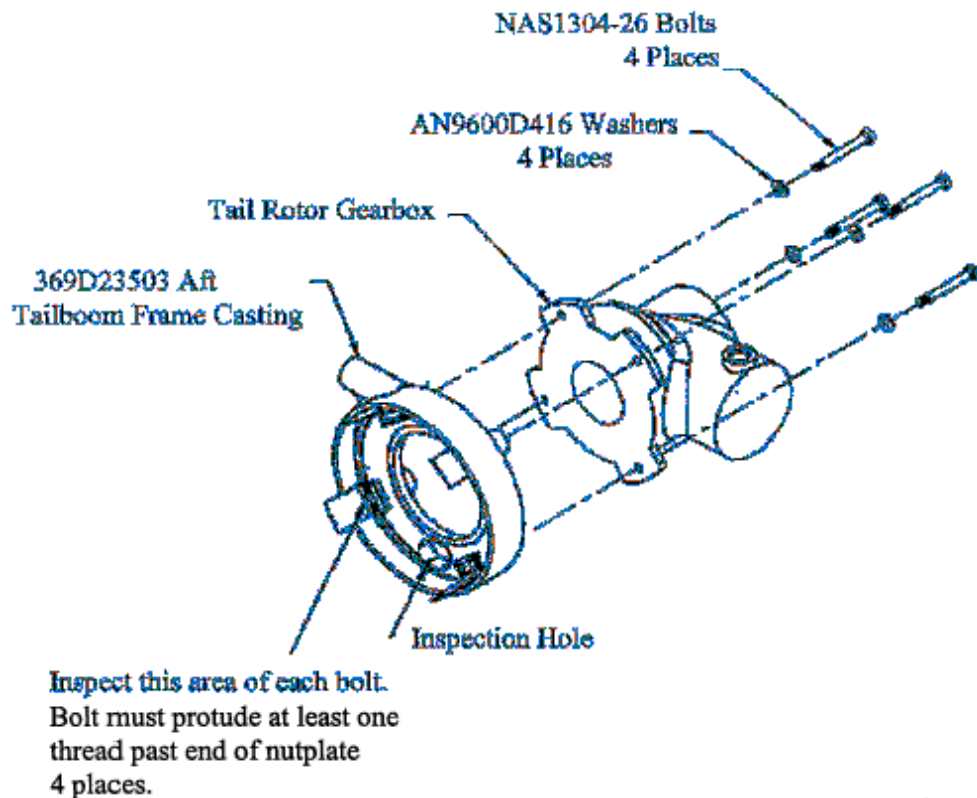


Figure 1 - Inspection Location

3. Between 2 and 10 hours TIS after accomplishing the requirements of paragraph 2 of this AD, inspect the torque on each bolt by applying 100 in-lbs. If any bolt movement occurs, retorque the bolt to 100 -110 in-lbs. Reapply a slippage mark after torque check and reinspect the torque between 2 and 10 hours TIS thereafter until no bolt movement occurs.

(FAA AD 2002-13-05R1 refers)

Compliance: Within 25 hours TIS

Effective Date: DCA/HU369/85 25 July 2002
DCA/HU369/85A 27 March 2003

DCA/HU369/86A Cancelled – FAA AD 2013-19-24 refers

Effective Date: 5 December 2013

DCA/HU369/87 Cancelled – Superseded by DCA/HU369/88

Effective Date: 1 December 2005

DCA/HU369/88 Main Rotor Blade Torque Events - Inspection

Applicability: Models 369D, 369E, 369F, 369FF, 500N or 600N aircraft fitted with either a MD Helicopter, Inc. (MDHI) main rotor blade, or modified with Helicopter Technology Company, (HTC) STC No. SR09172RC, SR09074RC, or SR01050LA, with an HTC blade installed as listed in the following table:

Model	MDHI blade (P/N)	HTC blade P/N	STC No
369D	369D21100 Basic, -516, -517, -523	500P2100-BSC, -BSC-1	SR09172RC
369E	369D21120-501, -503	500P2100-101, -103	SR09074RC
369F, FF	369D21102 Basic, -503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
500N	369D21102-503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
600N	369D21102-517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA

Note 1: The terms "BSC" and "Basic" are interchangeable when identifying blades produced by MDHI and HTC.

Requirement: To detect fatigue cracking of the blade to prevent blade failure and subsequent loss of control of the helicopter, accomplish the following:

1. Determine and record the number of torque events accumulated on each blade. Continue to record the number of TEs accumulated throughout the life of the blades along with hours TIS. Before accumulating an additional 200 TEs or at the end of each day's operations, whichever occurs first, record and update the accumulated TEs total.
2. Perform a main rotor blade torque event inspection per MD Helicopters, Inc. Maintenance Manual CSP-HMI-2, latest approved revision, section 62-10-00, paragraph 8, Main Rotor Blade Torque Event Inspection. If a crack is found, replace the blade with an airworthy blade, before further flight.

Note 2: A torque event (TE) is the transition to a hover from forward flight, or any external lift operation. Each transition to a hover from forward flight is recorded as one TE. An external lift operation is recorded as two TEs, (where an external lift operation is defined as the pick up and drop off of an external load and a return flight to the pick up point at greater than 30 knots). Forward flight is considered to be flight at any airspeed (or direction) after attaining translational lift. If you cannot determine the number of TEs, use 13720 TEs.

Note 3: Complying with the inspection procedures in the Accomplishment Instructions, paragraphs 2.B.(2). and 2.B.(3)., of MD Helicopter Inc. Service Bulletin (SB) SB369H-245R2, SB369E-095R2, SB500N-023R2, SB369D-201R2, SB369F-079R2, SB600N-031R2, dated 4 February 2004, constitutes an approved alternative method of conducting the inspection required by paragraph 2 of this AD.

Note 4: Complying with the Inspection Instructions procedures in paragraphs 2 and 3 of HTC Mandatory SB, Notice No. 2100-3R3, dated 5 January 2004, constitutes an approved alternative method of conducting the inspection required by paragraph 2 of this AD.

Note 5: MDHI Maintenance Manual CSP-HMI-2, Section 20-30-00 Main Rotor Blade Painting pertains to the subject of this AD. This section of the maintenance manual recommends painting the inboard 24 inches (not to be exceeded) of the blade gloss white to aid in detecting a crack, and if this is done, painting all blades alike and rebalancing them.

Note 6: TEs are used only to establish an additional inspection interval and not to establish an alternative retirement life.

Note 7: The pilot may accomplish the TE Inspection required by Part 2 of this AD in accordance with NZCAR Part 43 Appendix A. The pilot must be trained and authorized (Part 43 subpart B refers) and certification must be provided (Part 43 Subpart C refers).
(FAA AD 2005-21-02 refers)

Compliance: 1. Within 50 hours TIS, unless already accomplished.
2. For each blade that has accumulated 13720 or more TEs and 750 or more hours TIS, before further flight, unless accomplished previously, and thereafter at intervals not to exceed 200 TEs or 35 hours TIS, whichever occurs first.

Effective Date: 1 December 2005

DCA/HU369/89 Tail Rotor Blades – Inspection

Applicability: Model 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM and 369HS aircraft fitted with tail rotor blade P/N 369A1613, 369D21606, 369D21613, 369D21615 or 421-088 all dash numbers.

Model Kawasaki-Hughes 369D and 369HS aircraft fitted with tail rotor blade P/N 369A1613, 369D21606, 369D21613, 369D21615 or 421-088 all dash numbers.

Note: Kawasaki Service Bulletin No. KSB-369D-235 and KSB-369-339 dated May 7, 2007 or later approved revisions, applicable to Kawasaki-Hughes Industries (KHI) 369D and 369HS aircraft, also pertain to this AD requirement.

Requirement: To prevent the loss of a tail rotor blade resulting in the loss of aircraft control, accomplish the following instructions per MD Helicopters Service Bulletin (SB) SB369H-247, SB369D-204, SB369E-099 or SB369F-084, as applicable:

Remove the tail rotor blade assembly per the instructions in paragraphs 2.B.(1) through to 2.B.(3) of the applicable SB.

Inspect the bore of the tail rotor blade root fitting on all tail rotor blade assemblies, per the instructions in paragraphs 2.B.(4) and 2.B.(5) and figures 1 & 2 of the applicable SB.

Replace tail rotor blade assemblies that do not have a smooth bore radius, per the instructions in paragraphs 2.B.(6) and (7) and figure 2 of the applicable SB.

Mark airworthy tail rotor blade assemblies per the instructions in paragraphs 3(1) through to 3(4) of the applicable SB.
(FAA AD 2007-09-51 and JCAB AD TCD-7098-2007 refers)

Compliance: Before further flight.

Effective Date: 01 May 2007

DCA/HU369/90 Landing Gear Struts – Inspection

Applicability: Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, 500N and OH-6A aircraft fitted with any of the components listed in the table below, excluding any aircraft fitted with Aerometals struts P/N 369XH6001-41, -42, -51 or -52 in accordance with Supplemental Type Certificate (STC) No. SR00981LA.

Component Name	Component Part Number (P/N)
Mid Aft Fairing Assembly	369H6200-61, -62, standard gear
Aft Support Assembly	369H6200-23, -24 (-23 to be reinstalled on the right-hand side and -24 to be reinstalled on the left-hand side, all configurations)
Aft Fairing Assembly	369H92113-91, -92, extended gear
Aft Filler Assembly	369H92113-131, -132, extended gear
Aft Fillet Assembly	369A6200-45, -46, standard gear
Aft Fillet Assembly	369H92113-111, -112, extended gear
Mid Fwd Fairing Assembly	369H6200-41, -42, standard gear
Fwd Fairing Assembly	369H92113-81, -82, extended gear
Fwd Support Assembly	369H6200-23, -24 (-23 becomes right-hand side and -24 becomes left-hand side)
Fwd Filler Assembly	369H92113-121, -122, extended gear
Fwd Fillet Assembly	369A6200-57, -58, standard gear
Fwd Fillet Assembly	369H92113-101, -102, extended gear

Requirement: To prevent failure of a landing gear strut possibly resulting in loss of control of the aircraft during landing, remove all landing gear fairings and inspect each landing gear fairing support assembly to determine the number and location of the rivets attaching the support assembly to the landing gear strut assembly.

If three rivets (forward, aft and inboard) are used to attach the support assembly to the FORWARD landing gear strut assembly, remove the landing gear fillet assembly including the three rivets and the support assembly, and clean and dye-penetrant inspect the area in and around the 0.125 (3.18mm) diameter hole in the inboard surface of the strut assembly.

If the strut assembly is cracked, replace the strut assembly and install the other landing gear components in accordance with steps (6) through to (11) in paragraph C of MD Helicopters Service Bulletin SB369H-244, SB369E-094, SB500N-022, SB369D-200 and SB369F-078 as applicable.

If the strut assembly is not cracked, rework the landing gear assembly and install the other landing gear components in accordance with steps (5) through to (11) in paragraph C of the applicable SB.

If three rivets (forward, aft and inboard) are used to attach the support assembly to the AFT landing gear strut assembly, remove the fillet assembly, the three rivets, and the support assembly, and clean and dye-penetrant inspect the area in and around the 0.125 (3.18mm) diameter hole in the inboard surface of the strut assembly.

If the strut assembly is cracked, replace the cracked strut assembly and install the other landing gear components in accordance with steps (6) through to (13) in paragraph B of the applicable SB.

If the strut assembly is not cracked, rework the landing gear assembly and install the other landing gear components in accordance with steps (5) through to (13) in paragraph B of the applicable SB.

If only two rivets (forward and aft) are used to attach the support assembly to the landing gear strut assembly and a third rivet hole has not been drilled in the strut, no further action is required by the AD.

For any landing gear strut assembly that has a third rivet hole, remove the fairing inspection button plug and clean and inspect the area in and around the rivet hole for cracks using a bright light and a 10x or higher magnifying glass.

If any FORWARD or AFT strut assembly is cracked, replace before further flight. (FAA AD 2007-12-23 refers)

Note 1: For model 369D, 369E, 369F, 369FF and 500N aircraft, the Handbook of Maintenance Instruction, Servicing and Maintenance, HMI, CSP-HMI-2, Chapter 32, Section 32-10-00, "Landing Gear Strut Inspection" pertains to the subject of this AD.

Note 2: For model 369A (OH-6A), 369H, 369HE, 369HS, and 369HM aircraft, the Basic Handbook of Maintenance Instructions CSP-H-2, Section 6, "Landing Gear" pertains to the subject of this AD.

Compliance: By 30 November 2007, unless previously accomplished.

Thereafter for landing gear strut assembly that has a third rivet hole inspect per the requirements of this AD at intervals not to exceed 100 hours TIS or during each annual inspection, whichever occurs first.

Note 3: Installing a a landing gear strut assembly that has only 2 rivet holes is terminating action to the repetitive inspection requirements of this AD.

Effective Date: 26 July 2007

DCA/HU369/91 Tail Rotor Blade Abrasion Strips – Inspection

Applicability: Model 369A, OH-6A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM and 369HS aircraft fitted with the following tail rotor (T/R) blades with all S/N, including those T/R blades with a "M" or an "I" painted on the root of the T/R blade:

Helicopter Technology Company, LLC (HTC) P/N 500P3100-101 and -103, or MD Helicopters Inc. (MDHI) P/N 369D21640-501, -503 and -505, and

HTC P/N 500P3100-301 and -303, or MDHI P/N 369D21641-501, -503 and -505, and

HTC P/N 500P3300-501 and -503, or MDHI P/N 369D21643-501, -503 and -505, and

HTC P/N 500P3500-701 and -703, or MDHI P/N 369D21642-501, -503 and -505.

Note 1: A "M" or an "I" painted on the root of the T/R blade indicates compliance to an Alternate Method of Compliance (AMOC) to AD DCA/HU369/86A (FAA AD 2003-08-51 refers) which addressed shot peening of the T/R pitch horn assembly.

Requirement: To prevent debonding and separation of the abrasion strip from a tail rotor blade, which could result in vibration, loss of the tail rotor and aircraft control, inspect the abrasion strip-to-skin bond integrity on each tail rotor blade using the tap test method per part 1 of Helicopter Technology Company, LLC Mandatory SB Notice No. 3100-4 revision 4, dated 10 May 2006.

Note 2: A titanium rivet can be fitted at the outboard end of each tail rotor blade in accordance with a manufacturer approved instruction as a terminating action for the requirements of this AD. Once this modification has been embodied a letter "T" must be painted on the root end of each tail rotor blade.

Note 3: MD Helicopters SBs SB369D-203R1, SB369E-097R1, SB369F-082R1, and SB369H-246R1 dated 23 January 2006 pertain to the subject of this AD. (FAA AD 2008-15-03 refers)

Compliance: Within the next 25 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 25 hours TIS.

Effective Date: 28 August 2008

DCA/HU369/92 Cancelled – DCA/HU369/93 refers

Effective Date: 1 September 2008

DCA/HU369/93 Cancelled – DCA/HU369/94 refers

Effective Date: 5 November 2008

DCA/HU369/94 Yaw Stability Augmentation System – Inspection

Applicability: Model 500N aircraft fitted with Yaw Stability Augmentation System (YSAS) adapter tubes P/N 500N7218-1.

Note 1: This AD supersedes DCA/HU369/93. The applicability revised to include all 500N aircraft fitted with YSAS adapter tubes P/N 500N7218-1. Adapter tubes with a production date code stamp are not affected by this AD.

Requirement: To prevent loss of yaw control and possible loss of aircraft control, accomplish the following:

1. Turn the YSAS switch OFF.
2. Install a placard on the instrument panel as close as possible to the airspeed indicator in clear view of the pilot that states:

YSAS SYSTEM IS OFF.

AIR SPEED LIMIT 100 KIAS or VNE, WHICHEVER IS LESS.

3. Amend the AFM by either inserting a copy of this AD into the airworthiness limitations section of the AFM or add the following text: "VNE is limited to 100 KIAS or less as indicated by the airspeed VNE placard installed on the instrument panel of the helicopter".

4. Replace affected adapter tubes with airworthy parts that have a production date code stamp. Once all affected adapter tubes have been replaced, remove the placard on the instrument panel and the amendment that was made to the limitations section of the AFM. Return the YSAS switch to the normal position.

Note 2: MD Helicopters Inc. SB500N-040 revision 1, dated 27 August 2008 and section 96-00-00 in the MDHI maintenance manual CSP-HMI-3 pertains to the subject of this AD.

Note 3: The replacement of affected adapter tubes with airworthy parts that have a production date code stamp is a terminating action to the requirements of this AD. (FAA AD 2008-22-52 refers)

Compliance: 1. 2. & 3. Before further flight.
4. By 15 January 2009.

Effective Date: 5 November 2008

DCA/HU369/95 Forward and Center Thruster Control Cables – Inspection

- Applicability:** All model 500N aircraft, S/N 001 through to 099 with a prefix of "LN" fitted with forward thruster cable assembly P/N 500N7201-55 and center cable assembly P/N 500N7201-57.
- Requirement:** To prevent failure of the thruster cable assembly due to possible undetected corrosion-pitted or cracked connectors which could result in loss of aircraft control, accomplish the following:
- Inspect every connector for corrosion pits and cracks using a bright light and a 10X or higher magnifying glass per the instructions in paragraph 2 of MD Helicopter Inc. Service Bulletin SB500N-027 dated 3 May 2004. If corrosion pitting or cracks are found, replace the cable assembly before further flight.
(FAA AD 2004-20-08 refers)
- Note:** Replacing the cable assembly per SB500N-027 is a terminating action for the requirements of this AD.
- Compliance:** Within the next 50 hours TIS or by 30 July 2011 whichever occurs sooner, unless previously accomplished.
- Effective Date:** 30 June 2011

DCA/HU369/96 Tail Rotor Drive Shaft – Inspection

- Applicability:** Model 369, 369A, 369D, 369E, 369H, 369HE, 369HM and 369HS helicopters fitted with tail rotor drive shaft flexible couplings P/N 369A5501 or P/N 369H92564.
- Note 1:** DCA/HU369/96 supersedes DCA/HU369/29 (FAA AD 81-17-02 refers).
- Requirement:** To prevent tail rotor drive shaft failure and possible loss of the T/R and aircraft control, accomplish the following:
1. Install aft coupling failsafe device bolt P/N 369D25530 and socket P/N 369D25531 per the instructions in Part I of the applicable Service Information Notice (SIN) No. DN-143, HN-206 or EN-31, all dated 26 August 1986.
- Install forward coupling failsafe device bolt P/N 369D25530 and socket P/N 369D25531 per the instructions in Part I of SIN No. DN-95, dated 7 August 1981, or Part III of SIN No. HN-173, dated 2 November 1981, as applicable.
- Note 2:** Model 369E helicopters, S/N 0135E onwards have the aft coupling failsafe device installed at production.
2. For all helicopters fitted with tail rotor driveshaft flexible coupling failsafe devices:
Inspect the T/R drive shaft forward and aft flexible couplings for T/R backlash or looseness by rocking the T/R back and forth in the plane of rotation. The T/R blade should not move more than 0.75 inches (1.93cm) at the blade tip with no rotational movement of the main rotor blades.

If the tail rotor blade tip movement exceeds the specified limits, an engineer must inspect both the fore and aft tail rotor drive shaft couplings and replace defective parts as required before further flight.
 3. For all helicopters fitted with tail rotor driveshaft flexible coupling failsafe devices:

If thumping or rapping is heard from the T/R drive train during the final revolutions of the T/R, inspect the T/R to ensure that the T/R blade does not move more than 0.75 inches (1.93cm) at the blade tip with no rotational movement of main rotor blades.

If the tail rotor blade tip movement exceeds the specified limits, an engineer must inspect both the fore and aft tail rotor drive shaft couplings and replace defective parts as required before further flight.

Note 3: Requirements 2 and 3 of this AD may be accomplished by adding the inspection requirements to the tech log. The inspections 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 4: The actions mandated by this AD shall be accomplished in accordance with the instructions in the applicable parts of MD Helicopters/Hughes Service Information Notice (SIN) No. DN- 143, HN-206 and EN-31, all dated 26 August 1986, MDHC SIN No. DN-95, dated 7 August 1981, and MDHC SIN No. HN-173, dated 2 November 1981, or later approved revisions of these documents.

(FAA AD 86-20-07 refers)

Compliance:

1. Within the next 100 hours TIS unless previously accomplished.
2. At every pre-flight inspection.
3. At every aircraft/engine shutdown.

Effective Date: 25 August 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](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.

2013-03-03 Tension Torsion Straps – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 15 March 2013

2013-05-16 Tailboom Assembly – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 30 April 2013

2013-19-24 Tail Rotor Blades – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 5 December 2013

2016-01-19 Rotating Cone Assembly – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 25 February 2016

2016-04-15 Main Rotor Blade Attach Pin – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 31 March 2016

2016-05-09 Auxiliary Fuel Pump – Inspection

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 15 April 2016

CF-2019-01 HETS STC SH98-35

Applicability: Helicopter External Transport System (HETS™) certified under Transport Canada Supplemental Type Certificate (STC) SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Bell Helicopter Textron Canada Ltd. model 206B, 206L, 206L-1, 206L-3, 206L-4 and 407.

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.
(Transport Canada AD CF-2019-01 refers)

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).

Compliance: Refer to Transport Canada AD CF-2019-01.

Effective Date: 22 January 2019

2019-05-04 Main Rotor Blades - Inspection

Applicability: Model 369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N and 600N helicopters, fitted with a main rotor blade (MRB) P/N 369A1100, 369D21100, 369D21102, 369D21120, 369D21121, 369D21123, 500P2100 or 500P2300, all dash numbers.

Effective Date: 17 April 2019

DCA/HU369/97A DG500 External Cargo Pod STC 11/21E/2 – Inspection

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS and 500N helicopters embodied with DG500 External Cargo Pod STC 11/21E/2 before 26 March 2020.

Note 1: DCA/HU269/97A revised to introduce Ntech Service Bulletin P0928-SB revision 3, dated 17 March 2020.

Requirements: To prevent possible structural overload of the cargo hook attachment and/or the surrounding airframe structure when both the cargo pod and the cargo hook are loaded close to rated load limits, accomplish the following:

1. Amend the aircraft flight manual (AFM) and replace AFM Supplement (AFMS) P928-1 revision 1, dated 17 May 2011 applicable to the DG500 External Cargo Pod with CAA approved AFMS P0928-1 revision 2, dated 24 January 2020, or later CAA approved revision.
2. Inspect the cargo hook/pod attachment bolts and the helicopter structure per Ntech Service Bulletin P0928-SB revision 3, dated 17 March 2020. Accomplish all corrective actions per P0928-SB, before further flight.

Note 2: AFMS P0928-1 revision 2, or later CAA approved revision and Ntech P0928-SB revision 3 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

Note 3: If any defects are found during the accomplishment of the requirements of this AD, complete a CA005 Defect Report form and submit the completed form to the CAA at CA005@caa.govt.nz, or report defects found via the online reporting system available at <https://occurrences.caa.govt.nz/ProdUI/>. Please include all findings and any other relevant technical information. A CA005D Defect Report form can be obtained from <https://www.aviation.govt.nz/about-us/forms/Filter/?SearchTerm=&Rule=8>

Compliance:

1. At the next maintenance inspection, or the next review of airworthiness, or the next annual inspection, whichever occurs first, unless previously accomplished.
2. At the next maintenance inspection, or the next review of airworthiness, or the next annual inspection, whichever occurs first

Effective Date: DCA/HU369/97 - 27 February 2020
DCA/HU369/97A - 26 March 2020

2020-11-07 Main Rotor Hub Lead-lag Bolt - Inspection

Applicability: Model 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N and 600N helicopters fitted with a main rotor hub lead-lag bolt P/N 369D21220 with a S/N listed in paragraph 1.B. of MD Helicopters Service Bulletin No. SB369D-223, SB369E-122, SB369F-110, SB369H-259, SB500N-060, or SB600N-073, all dated 19 April 2019.

Effective Date: 30 June 2020

2020-18-20 Main Rotor Blade Leading Edge Abrasion Strip - Inspection

Applicability: Model 369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS and 500N helicopters fitted with a main rotor blade P/N 500P2100-105, 500P2100-305, 500P2300-505, 369D21120-505, 369D21121-505, or 369D21123-505 with a 1.25 inch chord length nickel abrasion strip (abrasion strip) manufactured, or installed by Helicopter Technology Company, LLC (HTC), or where the manufacturer of the abrasion strip is unknown.

Note: The initial inspection per paragraph (e) of FAA AD 2020-18-20 must be accomplished by a maintenance engineer.

The repetitive inspection (i.e. the first flight of every day) required by paragraph (e) of FAA AD 2020-18-20, 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.

If there are any signs of defects in any main rotor blade (MRB) leading edge abrasion strip, which includes blistering, or bubbling, or lifting, or if there is any indication of a void (i.e. a lowering tone change by tap testing is noticed), then a maintenance engineer must inspect the main rotor blades per the AD requirements, before further flight.

Effective Date: 28 October 2020

2021-22-11 Pilot to Co-pilot Tail Rotor Torque Tube - Inspection

Applicability: All 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS and 500N helicopters, fitted with a pilot-to-copilot tail rotor torque tube (torque tube) P/N 369H7531-9/-11/-13.

Effective Date: 10 January 2022

*** 2024-23-06 Cancelled - FAA AD 2026-19-01 refers**

Effective Date: 20 October 2026

2025-17-11 Tail Rotor Pedal Support Bracket - Inspection

Applicability: All 369 (Army YOH-6A), 369A (Army OH-6A), 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS and 500N helicopters, fitted with a tail rotor (T/R) pedal support bracket P/N 369A7505-7, 369A7505-8, 369A7505-14, 369A7505-15, 369N2640-1 or 369N2640-2.

Note 1: If a magnesium cast T/R pedal support bracket with P/N 369A7505-7, 369A7505-8, 369A7505-14, or 369A7505-15 is found installed on a helicopter, the affected part can remain in service until found cracked, or corroded per the requirements in FAA AD 2025-17-11.

Note 2: After 10 October 2025, only serviceable T/R pedal support brackets with P/N 369N2640-1, or 369N2640-2 are permitted for use as replacement parts.

Effective Date: 10 October 2025

*** 2026-19-01 Cyclic Torque Tube Assembly - Inspection**

Applicability: All 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS and 500N helicopters.

Effective Date: 20 October 2026

Airworthiness Directive Schedule

Helicopters

MD Helicopters 600N

24 September 2026

- Notes**
1. This AD schedule is applicable to MD Helicopters 600N aircraft manufactured under FAA Type Certificate Number H3WE.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs applicable to these aircraft can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
 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/NOTAR/1 Main Rotor Blades - Replacement

- Applicability:** Model 600N aircraft fitted with the following main rotor blades:
P/N 369A1100-507 with S/N D139 through D203, D209 through D223, or
P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055, or
P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115.
- Requirement:** To detect cracks that could lead to failure of the blade and subsequent loss of the helicopter, replace affected blades, per Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB600N-007 revision 2.
(FAA AD 98-15-26 refers)
- Note:** Blades removed from service per the requirements of this AD are not to be fitted to any aircraft.
- Compliance:** Replace affected blades before further flight, unless already accomplished.
- Effective Date:** 30 November 2006

DCA/NOTAR/2 Input Shaft Coupling Assembly – Inspection and Replacement

- Applicability:** Model 600N aircraft fitted with input shaft coupling assemblies P/N 369F5133-1, S/N 030829-0126 through 030829-0207, installed on main transmission P/N 369F5100-503 and on overrunning clutch P/N 369F5450.
- Requirement:** To prevent failure of the spline teeth in each input shaft coupling assembly and loss of drive to the main rotor system, accomplish the following:
Visually inspect the coupling assemblies P/N 369F5133-1, installed on main transmission P/N 369F5100-503 and on overrunning clutch P/N 369F5450 for pitting under the solid film lubricant in the spline area of the coupling, per Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB600N-003.
If there is pitting in the splines, replace the coupling assembly with an airworthy coupling assembly P/N 369F5133-1 that has been inspected as required by this AD and per SB No. SB600N-003.
(FAA AD 99-04-12 refers)
- Compliance:** Within the next 100 hours TIS, unless already accomplished.
- Effective Date:** 30 November 2006

DCA/NOTAR/3 Engine Control and Warning System Relays – Inspection and Replacement

- Applicability:** Model 600N aircraft, S/N RN002 through RN039.
- Requirement:** To prevent undetected loss of engine control or warning systems, accomplish the following:
Access relays K1, K2, K3, K5, K104 and K200 (relays P/N HS4240).
Remove each relay from its relay receptacle P/N HS4256-1.
Using a No. 60 drill bit or a 0.040-in. diameter wire as a gauge, attempt to insert the gauge into every contact socket of each relay. Ensure the gauge is inserted perpendicular to the face of the receptacle, to prevent damage to the receptacle and the socket (refer figure 1 in SB).
If the gauge can be inserted into a socket it is unairworthy and must be replaced with an airworthy socket P/N 019-0075-002.
Accomplish these instruction per Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB600N-014.
(FAA AD 99-08-07 refers)
- Note:** Any replacement relay P/N HS4240, must be inspected per the requirements of this AD prior to further flight.
- Compliance:** Within the next 30 days, unless already accomplished.
- Effective Date:** 30 November 2006

DCA/NOTAR/4 Collective Control Components Time Life – Inspection and Replacement

Applicability: All model 600N aircraft.

Requirement: To prevent failure of the collective pitch control tubes, collective stick housings and collective pitch tube assemblies, which could cause loss of collective pitch control and subsequent loss of aircraft control, accomplish the following:

Identify and mark the S/N on the parts per McDonnell Douglas Helicopter Systems Service Bulletin No. 600N-009.

Add the the component P/Ns to the aircraft component log.

Replace the following flight control components within the stated life-limits:

P/N	Component	Life-Limit (Hours TTIS)
369A7347	Housing, collective stick	450
369A7348	Tube, collective pitch control (pilot)	400
369H7354-3	Tube assembly, collective pitch (pilot)	600
369A7809	Tube, collective pitch control (co-pilot)	1,800
369A7820	Housing, collective stick	450
369H7837	Housing, collective stick	450
369H7838-3	Tube assembly, collective pitch (co-pilot)	1,000

(FAA AD 99-17-18 refers)

Note: This AD revises the airworthiness limitations section of the maintenance manual by reducing the life-limits of the pilot collective pitch control tube, the collective stick housings, and the collective pitch tube assemblies and adding the co-pilot collective pitch control tube.

Compliance: Within 400 hours TIS for the affected components add the affected component P/Ns to the aircraft component log, unless already accomplished.

Replace the affected flight control components within the stated life-limits.

Effective Date: 30 November 2006

DCA/NOTAR/5 Oil Cooler Blower Bracket - Replacement

Applicability: Model 600N aircraft fitted with oil cooler blower bracket P/N 369F5190-1.

Requirement: To prevent failure of the oil cooler blower bracket and subsequent loss of cooling of the engine and transmission oil, resulting in the possibility of a forced landing, remove the bracket P/N 369F5190-1 and replace with a bracket P/N 369F5194-1.

(FAA AD 99-20-12 refers)

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

Effective Date: 30 November 2006

DCA/NOTAR/6 Thruster Control Cables Conduit Cap – Inspection and Replacement

Applicability: Model 600N aircraft, S/Ns 003 through 074 with a prefix 'RN'.

Requirement: To prevent failure of the thruster control cable conduit cap at the telescopic swivel end or relieved area and subsequent loss of anti-torque directional control of the helicopter, accomplish the following:

1. Inspect the forward and centre thruster control cables P/Ns 500N7201-5, -7, -37, -45, or -51 for cracks, corrosion or damage in the cap at the telescopic swivel end per the following paragraphs of the accomplishment instructions in section 2 of MDHI SB600N-028. Inspect the forward thruster control cables per paragraphs A.(1) through (5) of SB600N-028. Install safety wire per paragraph A.(7) of SB600N-028.

Inspect the centre thruster control cable per paragraphs B.(1) through (4) and (6) of SB600N-028. If an unacceptable crack or ball separation from the cap is found, remove and replace the unairworthy forward or centre thruster control cable with an airworthy cable, prior to further flight.

2. Inspect the forward and centre thruster control cables P/Ns 500N7201-5, -7, -37, -45, or -51 in the cap relieved areas for cracks, corrosion or damage per the accomplishment instructions in section 2 of MDHI SB600N-027 revision 1.

Inspect the forward thruster control cable for a cracks and corrosion per paragraphs B. (1) through (5) and (7) of SB600N-027 R1.

Inspect the centre thruster control cable for a crack or corrosion per paragraphs C(1) through (4), and (6) of SB600N-027 R1.

If an unacceptable crack is found, remove and replace the unairworthy forward or centre thruster control cable with an airworthy cable, prior to further flight.

3. Replace the forward and centre thruster control cables P/Ns 500N7201-5, -7, -37, -45 and -51 with P/Ns 500N7201-55 and -59, per SB600N-027 R1.

(FAA AD 99-25-08 refers)

Note: Accomplishment of requirement 3 is terminating action for the requirements of this AD.

Compliance:

1. Within the next 5 hours TIS or by 31 December 2006, whichever occurs sooner, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs sooner.
2. Within the next 100 hours TIS or by 30 February 2007, whichever occurs sooner, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs sooner.
3. By 30 December 2007, unless already accomplished.

Effective Date: 30 November 2006

DCA/NOTAR/7 Fuel Cell to Engine Fuel Hoses – Inspection and Rework

- Applicability:** Model MD600N aircraft, S/Ns 003 through 045 with a prefix 'RN'.
- Requirement:** To prevent engine fuel starvation while the fuel gauge indicates fuel remaining in the tank, possibly causing an engine flameout and resulting in a landing, accomplish the following:
- Verify whether the internal fuel hose connections have been correctly installed in accordance with either method A or method B of the accomplishment instructions in MD Helicopters Service Bulletin SB 600N-025.
- Correct any discrepancies per SB 600N-025, before further flight.
(FAA AD 2000-04-21 refers)
- Compliance:** Within the next 100 hours TIS unless already accomplished.
- Effective Date:** 30 November 2006

DCA/NOTAR/8 Turbine Outlet Temperature (TOT) Indicating System - Calibration

- Applicability:** Model 600N fitted with analog/digital TOT indicator P/N 9A3420.
- Requirement:** To prevent an erroneous TOT indication, damage to critical engine components, loss of engine power and a subsequent forced landing, accomplish the following:
- Test the TOT indicating system, including the electronic control unit (ECU) TOT sensing system, to verify correct calibration per part 1 in the accomplishment instructions of MDHI SB600N-026. If during any calibration test the TOT indicator readings for the tester setting temperatures in table 1 of part 1 in SB600N-026 are not within the indicator reading range, accomplish the actions in the instructions in part I, paragraph (7)(b) of SB600N-026, before further flight.
- If during any test the Full Authority Digital Electronic Control (FADEC) maintenance lap-top terminal does not indicate ECU TOT within ± 5 degrees Celsius of the tester setting in table 1 of part 1 in SB600N-026, accomplish the actions in the instructions in part 3 of SB600N-026, before further flight.
(FAA AD 2000-08-22 refers)
- Compliance:** Within the next 50 hours TIS or by 31 December 2006, whichever occurs sooner, unless already accomplished, and thereafter repeat the test at intervals not to exceed 300 hours TIS.
- Effective Date:** 30 November 2006

DCA/NOTAR/9 Main Rotor Drive Shaft Assembly Life Limit – Inspection and Replacement

- Applicability:** All model 600N aircraft, fitted with main rotor drive shaft assembly (drive shaft) P/N 600N5510-1.
- Requirement:** To prevent failure of the drive shaft, resulting in loss of drive of the main rotor system and subsequent loss of control of the aircraft, accomplish the following:
- Amend the aircraft component log by changing the life limit of drive shaft P/N 600N5510-1 from 16,000 to 14,000 hours TIS.
- Replace drive shafts that have 14,000 or more hours TIS, before further flight.
(FAA AD 2003-16-11 refers)
- Note:** This AD revises the limitations section of the maintenance manual by reducing the life limit of drive shaft P/N 600N5510-1 to 14,000 hours TIS.
- Compliance:** Within the next 100 hours TIS, unless already accomplished.
- Effective Date:** 30 November 2006

**DCA/NOTAR/10
Replacement****Forward and Center Thruster Control Cables – Inspection and**

Applicability: All model 600N aircraft, S/N 003 through 068 with a prefix of "RN" fitted with forward thruster cable assembly P/N 500N7201-55 and center cable assembly P/N 500N7201-59.

Requirement: To prevent failure of the thruster cable assembly and subsequent loss of control of the helicopter due to the possibility of undetected corrosion-pitted or cracked connectors, accomplish the following:

Inspect each connector for corrosion pitting and cracking using a bright light and a 10X or higher magnifying glass per the instructions in paragraph 2 of MD Helicopter Inc. Service Bulletin SB600N-042.

If corrosion pitting or cracks are found, replace the cable assembly, before further flight.

(FAA AD 2004-20-08 refers)

Note: Replacing the cable assembly per SB600N-042 is a terminating action for the requirements of this AD.

Compliance: Within the next 10 hours TIS or by 31 December 2006 whichever occurs sooner, unless already accomplished.

Effective Date: 30 November 2006

**DCA/NOTAR/11
Replacement****Fuselage Station 75 Control Support Bracket Assembly Life Limit -**

Applicability: Model 600N aircraft, S/Ns 025, 029, 032, 034 through 038, 040, 041, 045, 048 and 067 with a prefix of "RN", and

Model 600N aircraft fitted with a yaw stability augmentation system (YSAS) and a control support bracket assembly P/N 369N2608-11.

Requirement: To prevent failure of the fuselage station 75 control support bracket assembly resulting in loss of control of the aircraft, accomplish the following:

1. Replace the control support bracket, P/N 369N2608-11 with a control support bracket assembly P/N 600N2608-1, per MD Helicopters, Inc. Service Bulletin No. SB600N-040.

Helicopter S/N	Revised Finite Life (Hours TIS)
RN025	2556
RN029	2377
RN032	2498
RN034	2456
RN035	2243
RN036	2652
RN037	2544
RN038	2531
RN040	2562
RN041	2763
RN045	2015
RN048	2125
RN067	1600

2. For aircraft fitted with a YSAS and not listed in the above table, replace the control support bracket P/N 369N2608-11 with a control support bracket P/N 600N2608-1.

3. For aircraft not fitted with a YSAS and fitted with a control support bracket P/N 369N2608-11, replace the control support bracket with a control support bracket, P/N 600N2608-1 prior to the installation of a YSAS.
(FAA AD 2004-22-12 refers)

Note: This AD revises the limitations section of the maintenance manual by reducing the life limit of the control support bracket assembly P/N 369N2608-11 to the life limits stated in the table of this AD or to 1600 hours TIS, whichever occurs sooner.

Compliance:

1. By 30 November 2007 or within the aircraft hours TIS stated in the table, whichever occurs sooner, unless already accomplished.
2. By 30 November 2007 or within 1600 hours TIS since the installation of the YSAS, whichever occurs sooner.
3. Before further flight.

Effective Date: 30 November 2006

DCA/NOTAR/12 Main Rotor Blade Torque Events – Inspection and Replacement

Applicability: Model 600N aircraft fitted with either an MD Helicopter, Inc. (MDHI) main rotor blade, or modified with Helicopter Technology Company, (HTC) STC No. SR09172RC, SR09074RC or SR01050LA with HTC blades fitted as listed in the following table:

Model	MDHI blade (P/N)	HTC blade P/N	STC No
600N	369D21102–517, –523 369D21121–501, –503	500P2300–501, –503	SR01050LA

Note 1: The terms "BSC" and "Basic" are interchangeable when identifying blades produced by MDHI and HTC.

Requirement: To detect fatigue cracking of the blade to prevent blade failure and subsequent loss of control of the aircraft, accomplish the following:

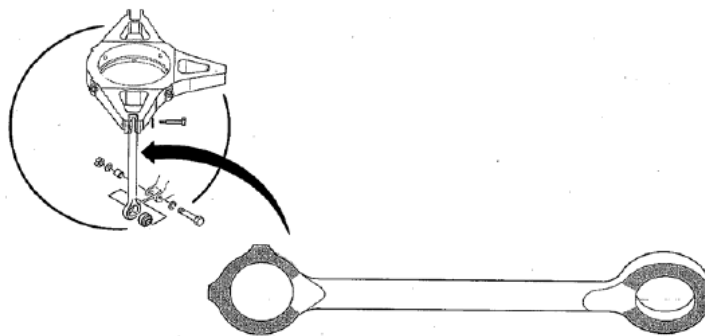
1. Determine and record the number of torque events accumulated on each blade. Continue to record the number of TEs accumulated throughout the life of the blades along with hours TIS. Before accumulating an additional 200 TEs or at the end of each day's operations, whichever occurs first, record and update the accumulated TEs total.
2. Perform a main rotor blade torque event inspection per MD Helicopters, Inc. Maintenance Manual CSP-HMI-2, revision 36, section 62-10-00, paragraph 8, Main Rotor Blade Torque Event Inspection. If a crack is found, replace the blade with an airworthy blade before further flight.

Note 2: A torque event (TE) is the transition to a hover from forward flight, or any external lift operation. Each transition to a hover from forward flight is recorded as one TE. An external lift operation is recorded as two TEs, (where an external lift operation is defined as the pick up and drop off of an external load and a return flight to the pick up point at greater than 30 knots). Forward flight is considered to be flight at any airspeed (or direction) after attaining translational lift. If you cannot determine the number of TEs, use 13720 TEs.

Note 3: Complying with the inspection procedures in the Accomplishment Instructions, paragraphs 2.B.(2). and 2.B.(3)., of MD Helicopter Inc. Service Bulletin (SB) SB600N-031 R2, dated 4 February 2004, constitutes an approved alternative method of conducting the inspection required by paragraph 2 of this AD.

Note 4: Complying with the Inspection Instructions procedures in paragraphs 2 and 3 of HTC Mandatory SB, Notice No. 2100-3R3, dated 5 January 2004, constitutes an approved alternative method of conducting the inspection required by paragraph 2 of this AD.

- Note 5:** MDHI Maintenance Manual CSP-HMI-2, Section 20-30-00 Main Rotor Blade Painting pertains to the subject of this AD. This section of the maintenance manual recommends painting the inboard 24 inches (not to be exceeded) of the blade gloss white to aid in detecting a crack, and if this is done, painting all blades alike and rebalancing them.
- Note 6:** TEs are used only to establish an additional inspection interval and not to establish an alternative retirement life.
- Note 7:** The pilot may accomplish the TE Inspection required by Part 2 of this AD in accordance with NZCAR 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).
(FAA AD 2005-21-02 refers)
- Compliance:**
1. Within 50 hours TIS, unless already accomplished.
 2. For each blade that has accumulated 13720 or more TEs and 750 or more hours TIS, before further flight, unless accomplished previously, and thereafter at intervals not to exceed 200 TEs or 35 hours TIS, whichever occurs first.
- Effective Date:** 30 November 2006
- DCA/NOTAR/13** **Cancelled – DCA/NOTAR/15 refers**
- Effective Date:** 16 April 2008
- DCA/NOTAR/14** **Mixer Links – Inspection and Replacement**
- Applicability:** All model MD600N aircraft fitted with a lateral mixer output link assembly (mixer link), P/N 600N7636-1, -3, -9 or -11.
- Requirement:** To prevent cracks in the mixer link, which could result in failure of the mixer link and subsequent loss of control of the aircraft, accomplish the following:
Remove each mixer link and visually inspect the shaded areas around the bearing bore for any crack as depicted in figure 1. Use a bright light and a 10x or higher magnifying glass.



Bearings have been removed for clarity.

Figure 1

Accomplish an eddy current inspection on each mixer link in the bearing end areas. Replace cracked mixer links, before further flight. Before installing mixer links held as spares, accomplish an eddy current inspection.

Accomplish these requirements per MDHI Service Bulletin No. SB600N-044, dated February 16, 2007.
(FAA AD 2007-05-51 refers)

- Compliance:** Before further flight.
- Effective Date:** 22 February 2007

DCA/NOTAR/15 Cancelled – DCA/NOTAR/18 refers**Compliance:** 27 October 2008**DCA/NOTAR/16 Cancelled – DCA/NOTAR/17 refers****Effective Date:** 1 September 2008**DCA/NOTAR/17 Cancelled – DCA/NOTAR/19 refers****Effective Date:** 5 November 2008**DCA/NOTAR/18 Tail Boom Attach Fittings – Inspection, Repair and Modification****Applicability:** Model 600N aircraft, S/N 003 through to 058 with a prefix "RN" that have not been modified in the fuselage aft section to strengthen the tail boom attachments and longerons per MD Helicopters Technical Bulletin TB600N-007, dated 12 January 2004 or revision 1 dated 13 April 2006 or revision 2 dated 5 October 2006.**Note 1:** This AD supersedes DCA/NOTAR/15 and reintroduces the repetitive inspection requirements which were inadvertently omitted from that AD.**Requirement:** To prevent failure of the tail boom attach fittings which could result in separation of the tail boom from the helicopter and loss of aircraft control, accomplish the following:**1. Tail Boom Attach Fittings - Inspection, Repair and Access Covers MOD**

Remove the tail boom fairing and tail boom. Remove both upper tail boom attachment access covers per the instructions in paragraph 2.B.(2) of MD Helicopters SB600N-036 dated 2 November 2001.

With the aid of a light and a 10x or higher magnifying glass inspect the right and left upper tail boom attach fittings P/N 500N3422 and 500N3422-3 for cracks as shown in figure 1 of SB600N-036. Replace any cracked fittings before further flight.

With the aid of a light and a 10x or higher magnifying glass inspect both upper tail boom attach nut plates for thread damage or cracks. Replace any damaged or cracked nut plates before further flight.

With the aid of a light and a 10x or higher magnifying glass inspect both angles for cracks. If a crack is found on a right-hand angle P/N 500N3429-6 fit a new clip per the instructions in paragraph 2.B.(5)(c) of SB600N-036 before further flight. If the left hand angle P/N 500N3429-7 is cracked, either replace the angle or repair the angle in accordance with an approved repair before further flight.

Replace the upper right (pilot side) tail boom attach bolt with a new bolt.

If the removed upper right pilot side bolt is broken, replace the remaining three bolts with airworthy bolts before further flight.

Add one washer P/N AN960C516 (NAS1149C0563R) or AN960C616 (NAS1149C0663R) as appropriate, to each tail boom bolt between the tail boom and the NAS1587 countersunk washer. A minimum of two threads must extend past the nut plate.

Modify both access covers per the instructions in paragraph 2.B.(6) of SB600N-036.

2. Tail boom Attach Fittings and Upper Longeron Inspection – Inspection, Repair and Inspection Access MOD

Drill four additional inspection holes in the fuselage as shown for the left side of the fuselage in figure 1 of SB600N-039 dated 9 December 2003. Follow the instructions in paragraphs 2.A.(1)(a), (b) and (d) of SB600N-039 for inspection holes at L166 and R166, and follow the instructions in paragraphs 2.A.(2)(a), (b) and (d) of SB600N-039 for inspection holes at L153 and R153.

Thoroughly clean the attach fittings and surrounding area. If the attach fittings and surrounding area cannot be satisfactorily cleaned to accomplish a borescope inspection, then accomplish requirement 3 of this AD.

Using a borescope with a light, inspect all four attach fittings and the surrounding area for cracks.

If the upper right attach fitting is cracked, accomplish requirement 3 of this AD before further flight.

If any of the other three attach fittings are cracked, modify the fuselage aft section to strengthen the tail boom attachments and the upper longerons per the instructions in paragraph 2 of TB600N-007, dated 12 January 2004 or revision 1 dated 13 April 2006 or revision 2 dated 5 October 2006 before further flight. There is no need to contact MDHI as this modification is a terminating action to the requirements of this AD.

Visually inspect the upper longerons for cracks per the instructions in paragraph 2.C. of SB600N-039. If a crack is found in an upper longeron, replace the cracked part or modify the fuselage aft section to strengthen the tail boom attachments and the upper longerons per the instructions in paragraph 2 of TB600N-007, dated 12 January 2004 or revision 1 dated 13 April 2006 or revision 2 dated 5 October 2006 before further flight. There is no requirement to contact MDHI as this modification is a terminating action to the requirements of this AD.

Note 2:

The reference in figure 1 of SB600N-039 to the inspection hole at L167 mistakenly states that it was "Added by SB900-036." Inspection holes at L167 and R167 were originally specified by SB600N-036.

3. Tail boom Attach Fittings, Attach Bolts and Nutplates – Inspection and Replacement

Thoroughly clean all attach fittings and the surrounding areas and inspect the area for cracks. Replace the upper right attach fitting and all four nut plates, and paint the area inside of the attach fittings per the instructions in paragraph 2.B. of SB600N-043 dated 13 April 2006.

If any of the other three attach fittings are found cracked, modify the fuselage aft section to strengthen the tail boom attachments and the upper longerons per the instructions in paragraph 2 of TB600N-007, dated 12 January 2004 or revision 1 dated 13 April 2006 or revision 2 dated 5 October 2006 before further flight. There is no requirement to contact MDHI as this modification is a terminating action to the requirements of this AD.

With the aid of a 10x magnifying glass, inspect the threads and shanks of the attachment bolts for wear or damage in accordance with paragraph 2.B. of SB600N-043. If wear or damage is found, replace the attach bolts with airworthy bolts.

4. Upper and Lower, Left and Right Attach Fittings, Angles and Nutplates – Repetitive Inspection

Remove the plug buttons from the inspection holes, and with the aid of a bright light, inspect the upper and lower left and upper and lower right attach fittings, angles and nut plates for a cracks per the instructions in SB600N-039. This AD has no requirement to contact MDHI.

If a crack is found in the upper right attach fitting or in any angle, nut plate, longeron, or if thread wear or damage is found on any nut plate or bolt, replace the cracked or worn or damaged part, or modify the fuselage aft section to strengthen the tail boom attachments and the upper longerons per the instructions in paragraph 2 of TB600N-007, dated 12 January 2004 or revision 1 dated 13 April 2006 or revision 2 dated 5 October 2006 before further flight. There is no need to contact MDHI as this modification is a terminating action to the requirements of this AD.

5. Modify the fuselage aft section to strengthen the tailboom attachments and upper longerons per the instructions in paragraph 2 of TB600N-007 revision 2.

Note 3:

It is not necessary to contact the manufacturer per the instructions in the TB as the embodiment of the modification per the instructions in paragraph 2 of TB600N-007, revision 2 dated 5 October 2006 is terminating action to the requirements of this AD.

Note 4:

There is a slight discrepancy between SB600N-036 dated 2 November 2001 and SB600N-039 dated 9 December 2003 on the vertical location of the upper left inspection hole. Either location is acceptable for this AD.

Note 5: MDHI CSP-HMI-2 section 53-40-30 pertains to the subject of this AD.
(FAA AD 2008-20-05 refers)

Compliance:

1. & 2. Within the next 5 hours TIS unless already accomplished.
3. Within the next 25 hours TIS unless already accomplished.
4. At intervals not to exceed 25 hours TIS inspect the upper left and upper right attach fittings, angles and nut plates through the inspection holes at L167 and R167 per the instructions in paragraphs 2.B.(2) through 2.B.(4) of SB600N-039.

At intervals not to exceed 100 hours TIS inspect the lower left and lower right attach fittings, angles and nut plates through the inspection holes at L166 and R166 per instructions in paragraphs 2.B.(2) through 2.B.(4) of SB600N-039.

5. By 27 October 2010

Effective Date: 27 October 2008

DCA/NOTAR/19 Amendment **Yaw Stability Augmentation System – Turn OFF, Placard & AFM**

Applicability: Model 600N aircraft fitted with Yaw Stability Augmentation System (YSAS) adapter tubes P/N 500N7218-1.

Note 1: This AD supersedes DCA/NOTAR/17. The applicability revised to include all 600N aircraft fitted with YSAS adapter tubes P/N 500N7218-1. Adapter tubes with a production date code stamp are not affected by this AD.

Requirement: To prevent loss of yaw control and possible loss of aircraft control, accomplish the following:

1. Turn the YSAS switch OFF.
2. Install a placard on the instrument panel as close as possible to the airspeed indicator in clear view of the pilot that states:

YSAS SYSTEM IS OFF.
AIR SPEED LIMIT 100 KIAS or VNE, WHICHEVER IS LESS.

3. Amend the AFM by either inserting a copy of this AD into the airworthiness limitations section of the AFM or add the following text: "VNE is limited to 100 KIAS or less as indicated by the airspeed VNE placard installed on the instrument panel of the helicopter".

4. Replace affected adapter tubes with airworthy parts that have a production date code stamp.

Once all affected adapter tubes have been replaced, remove the placard on the instrument panel and the amendment that was made to the limitations section of the AFM.

Return the YSAS switch to the normal position.

Note 2: MD Helicopters Inc. SB600N-047 revision 1, dated 27 August 2008 and section 96-00-00 in the MDHI maintenance manual CSP-HMI-3 pertains to the subject of this AD.

Note 3: The replacement of affected adapter tubes with airworthy parts that have a production date code stamp is a terminating action to the requirements of this AD.
(FAA AD 2008-22-52 refers)

Compliance:

1. Before further flight
2. Before further flight
3. Before further flight
4. By 15 January 2009

Effective Date: 5 November 2008

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

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

2013-03-03 Tension Torsion Straps – Inspection

Effective Date: 15 March 2013

2020-06-11 Main Rotor Blade Link Assembly – Inspection

Applicability: All 600N helicopters fitted with a yaw stability augmentation system and with a main rotor (M/R) blade upper control collective/longitudinal link assembly (link assembly) P/N 600N7617-1.

Effective Date: 28 April 2020

2020-11-07 Main Rotor Hub Lead-lag Bolt - Inspection

Applicability: All 600N helicopters fitted with a main rotor hub lead-lag bolt P/N 369D21220 with a S/N listed in paragraph 1.B. of MD Helicopters Service Bulletin No. SB369D-223, SB369E-122, SB369F-110, SB369H-259, SB500N-060, or SB600N-073, all dated 19 April 2019.

Effective Date: 30 June 2020

2020-18-20 Main Rotor Blade Leading Edge Abrasion Strip - Inspection

Applicability: All 600N helicopters fitted with a main rotor blade P/N 500P2100-105, 500P2100-305, 500P2300-505, 369D21120-505, 369D21121-505, or 369D21123-505 with a 1.25 inch chord length nickel abrasion strip (abrasion strip) manufactured, or installed by Helicopter Technology Company, LLC (HTC), or where the manufacturer of the abrasion strip is unknown.

Note: The initial inspection per paragraph (e) of FAA AD 2020-18-20 must be accomplished by a maintenance engineer.

The repetitive inspection (i.e. the first flight of every day) required by paragraph (e) of FAA AD 2020-18-20, 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.

If there are any signs of defects in any main rotor blade (MRB) leading edge abrasion strip, which includes blistering, or bubbling, or lifting, or if there is any indication of a void (i.e. a lowering tone change by tap testing is noticed), then a maintenance engineer must inspect the main rotor blades per the AD requirements, before further flight.

Effective Date: 28 October 2020

2021-22-11 Pilot to Co-pilot Tail Rotor Torque Tube - Inspection

Applicability: All 600N helicopters fitted with a pilot-to-copilot tail rotor torque tube (torque tube) P/N 369H7531-9/-11/-13.

Effective Date: 10 January 2022

*** 2024-23-06 Cancelled - FAA AD 2026-19-01 refers**

Effective Date: 20 October 2026

2025-17-11 Tail Rotor Pedal Support Bracket - Inspection

Applicability: All 600N helicopters fitted with a tail rotor (T/R) pedal support bracket P/N 369A7505-7, 369A7505-8, 369A7505-14, 369A7505-15, 369N2640-1 or 369N2640-2.

Note 1: If a magnesium cast T/R pedal support bracket with P/N 369A7505-7, 369A7505-8, 369A7505-14, or 369A7505-15 is found installed on a helicopter, the affected part can remain in service until found cracked, or corroded per the requirements in FAA AD 2025-17-11.

Note 2: After 10 October 2025, only serviceable T/R pedal support brackets with P/N 369N2640-1, or 369N2640-2 are permitted for use as replacement parts.

Effective Date: 10 October 2025

*** 2026-19-01 Cyclic Torque Tube Assembly - Inspection**

Applicability: All 600N helicopters.

Effective Date: 20 October 2026

Airworthiness Directive Schedule

Engines

Rotax 275, 503, 505, 532, 535, 912, 914 and 915 Series

24 September 2026

- Notes:**
1. This AD Schedule is applicable to the following type-certified Rotax engine series manufactured under EASA Type Certificate (TC) Numbers:

Type-certified Rotax Engine Series:	EASA TC No:
275	E.210
505	E.208
535	E.209
912	E.121
914	E.122
915	E.121

2. This AD Schedule is also applicable to the following non type-certified Rotax engines which may be installed in Light Sport Aircraft (LSA), microlights and amateur built aircraft:

Non Type-certified Rotax Engine Series:	
503	912
505	914
532	915
535	

3. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Rotax engines.

State of Design ADs can be obtained directly from the EASA website at:

<http://ad.easa.europa.eu/>

UK Mandatory Permit 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/>

4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

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DCA/ROTAX/1 Piston Pin Bearing - Replacement

- Applicability:** Models 501 and 505 with S/Ns up to 3,332.827, installed on but not limited to Glaser-Dirks DG-400, OY PIK-20E, PIK-20E II and Siren PIK-30.
- Requirement:** To prevent failure of the piston pin bearings caused by overheating and loss of hardness, replace bearings with improved P/N 832320 bearing per Rotax Technical Bulletin No. 505-05.
(Austrian AD 64 refers)
- Compliance:** Replace within next 100 hours TIS.
If the engine temperature limits have been exceeded, replace the bearings within next 3 hours TIS.
- Effective Date:** 28 February 1992

DCA/ROTAX/2 Camshaft - Inspection and Repair

- Applicability:** Model 912 A-series S/N 4,380.661 through 4,380.701.
Model 912 UL-series S/N 4,153.383 through 4,153.500 and S/N 4,400.001 through to 4,400.031.
- Requirement:** To prevent camshaft failure accomplish the following:
1. Inspect the magnetic drain plug and oil filter per step 1 of Rotax Technical Bulletin 912-18 R1.
If steel chips are detected, rectify per Technical Bulletin 912-18 R1, before further flight.
2. Repair per step 2 of Technical Bulletin 912-18 R1.
(Austrian AD 92/1 refers)
- Compliance:** 1. Inspect within next 5 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
2. Repair at 600 hours TTIS.
- Effective Date:** 6 June 1997

DCA/ROTAX/3 Crankcase - Inspection

- Applicability:** Model 912 A series S/N up to and including 4,410.471.
Model 912 F series S/N up to and including 4,412.816.
Model 912S series S/N up to and including 4,922.766.
Model 914 F series S/N up to and including 4,420.313.
- Requirement:** To prevent cracks in the crankcase from causing catastrophic engine failure, inspect per appropriate Rotax SB referenced below:
912 all variants: SB-912-029 R1
914 F: SB-914-018 R1
(Austrian AD No. 107 R3 refers)
- Compliance:** Inspect within 50 hours TIS, or by 31 December 2003, whichever occurs first and thereafter at intervals not exceeding 100hrs TIS, or 12 months whichever occurs first.
- Effective Date:** 24 April 2003

DCA/ROTAX/4 Cancelled – Purpose Fulfilled

Effective Date: 30 September 2010

Effective Date: 24 April 2003

DCA/ROTAX/5 Engine Mount – Inspection

Applicability: Model 912 A series up to S/N 4,410.578.

Model 912 F series engines up to S/N 4,412.836.

Model 912 S series engines up to S/N 4,922.907.

Model 914 F series engines up to S/N 4,420.377.

Requirement: Inspect engine mount P/N 886567 for cracking IAW Rotax SB-912-028R1/SB-914-016R1. These engine mounts are fitted to 914 series engines and may be fitted to 912 series engines. Other P/N engine mounts are not affected. Replace cracked mounts with engine mount P/N 88658, IAW the above Rotax SB.

(Austrian AD No 105R1 refers)

Compliance: Inspect at next 100 hour or annual inspection, and thereafter at intervals not to exceed 100hrs TIS until mount P/N 88657 is replaced with mount P/N 88658.

Effective Date: 29 May 2003

DCA/ROTAX/6 Cancelled – Purpose Fulfilled

Effective Date: 30 July 2009

DCA/ROTAX/7 Engine Oil Dipstick – Replacement

Applicability: Model 912 A series up to and including S/N 4,410.606.

Model 912 F series up to and including S/N 4,412.858.

Model 912 S series up to and including S/N 4,922.971.

Model 914 F series up to and including S/N 4,420.394.

Requirement: To prevent the oil tank level from dropping below the inlet of the pump, leading to the entrainment of air in the oil system, which may cause damage to the engine, comply with Bombardier Rotax SB-912-040R1 or SB-914-026R1 as appropriate. This SB requires the replacement of the existing dipstick P/N 956150 with P/N 956151, which raises the minimum oil level.

(Austrian AD No 116 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 30 October 2003

DCA/ROTAX/8 Cancelled – DCA/ROTAX/15 refers

Effective Date: 26 February 2009

DCA/ROTAX/9 Cancelled - DCA/ROTAX/13 refers

Effective Date: 22 February 2007

DCA/ROTAX/10A Cancelled – DCA/ROTAX/16 refers

Effective Date: 30 September 2010

DCA/ROTAX/11 Fuel Pump and Fuel Line - Replacement

- Applicability:** Model 912 A engines, S/Ns 4,410.122 through 4,410.252 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702.
- Model 912 F engines, S/Ns 4,412.502 through 4,412.764 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702.
- Requirement:** To detect fuel pump cracks and fuel line leaks inspect the fuel pump P/N 996 592 and the steel fuel line P/N 874 282, per the instructions in Bombardier Rotax Technical Bulletin (TB) No. 912-20 revision 1, dated 10 February 1998.
- If cracks or fuel leaks are detected, replace the the fuel pump and the steel fuel line, per the instructions in TB No. 912-20, before further flight.
- (Austrian AD Nr. 94/1 refers)
- Note 1:** Do not install fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702 or steel fuel line P/N 874 282 on model 912 A or 912 F engines.
- Note 2:** Compliance with the daily inspection requirement of this AD can be accomplished by adding daily inspection to the aircraft's tech log.
- Compliance:** Inspect before first flight of the day and replace affected pumps and steel fuel lines within the next 100 hours TIS.
- Effective Date:** 27 April 2006

DCA/ROTAX/12A Engine Magnetic Plug – Inspection

- Note 1:** This AD revised to limit the applicability to those engines that do not have hydraulic valve tappets P/N 854.095 fitted.
- Applicability:** Model 912 A series engines, S/N 4,410.681 through to 4,410.712.
- Model 912 F series engines, S/N 4,412.912 through to 4,412.921.
- Model 912 S series engines, S/N 4,923.263 through to 4,923.380.
- Model 914 F series engines, S/N 4,420.595 through to 4,420.637.
- And any S/N engine on which the camshaft and/or the hydraulic valve tappets have been replaced during engine repair or general overhaul between 1 January 2006 and 1 December 2007.
- These engines are known to be installed on, but not limited to **3-i Sky Arrow** 650 TC, 650 TCN, 650 TCNS and 710 RG aircraft, **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpla-Werke, Nitsche) AVO 68 series Samburo aircraft, **Aquila** AT01 aircraft, **Cessna** 150 and A150 series aircraft, **Reims** F150 and FA150 series aircraft, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana aircraft, **Evektor-Aerotechnik** EV-97 VLA aircraft, **Grob** G 109 aircraft, **Issoire** APM-20 Lionceau aircraft, **Scheibe** SF 36R and SF 25C aircraft, **Stemme** S10-VT aircraft, **Tecnam** P 92-J, P 92-JS and P2002-JF aircraft and **W.D. Aircraft** D4 Fascination aircraft.
- Note 2:** The engines were either installed by the aircraft manufacturer or by STC.
- Note 3:** Engines which have hydraulic valve tappets P/N 854.095 fitted at production and engines which have been fitted with spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) during an engine repair or general overhaul, are not affected by this AD.

Note 4: Engines fitted with hydraulic valve tappets P/N 854.095 by BRP-Rotax prior to delivery can be identified by (minor) modification number references for each specific engine design: 85-05 for 912 A engines, F50-05 for 912 F engines, S34-04 for 912 S engines and F45-04 for 914 F engines. These modification reference numbers are documented in the engine release certificate.

Note 5: The following S/N engines were inspected by BRP-Rotax before first installation or first engine startup in accordance with section 1.5 compliance (a) of BRP-Rotax SB-912-051 or SB-914-034 (as applicable):

Rotax 912 A series engines, S/N 4,410.709 through to 4,410.712.

Rotax 912 F series engines, S/N 4,412.920 through to 4,412.921.

Rotax 912 S series engines, S/N 4,923.381 onwards.

Rotax 914 F series engines, S/N 4,420.633 through to 4,420.637.

Requirement: To prevent excessive wear of the camshaft and/or hydraulic valve tappets possibly causing a loss of engine power or engine failure, accomplish the following:

1. Inspect the magnetic plug per the instructions in BRP Rotax ASB-912-051 or ASB-914-034, as applicable.

If the quantity of metal particles on the magnetic plug exceeds a height of 3mm, the source of the wear must be identified and the cause eliminated before further flight. Accomplish these instructions per ASB-912-051 or ASB-914-034 as applicable.

2. Before installing an affected engine to any aircraft, inspect the magnetic plug per the requirements of this AD.

Note 6: The installation of spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) is a terminating action to the requirements of this AD.

(EASA AD 2006-0316R1 refers)

Compliance: 1. Inspect the magnetic plug before the next engine start unless already accomplished at the last oil change, and thereafter at every engine oil change until spare parts kit P/N 881.831 which includes hydraulic valve tappets P/N 854.095 is fitted.

2. From the effective date of this AD.

Effective Date: DCA/ROTAX/12 - 21 October 2006
DCA/ROTAX/12A - 27 March 2008

DCA/ROTAX/13 Crankcase – Inspection and Repair

Applicability: Model 912 A series engines, S/Ns through 4,410.689.

Model 912 F series engines, S/Ns through 4,412.914.

Model 912 S series engines, S/Ns through 4,923.308.

Model 914 F series engines, S/Ns through 4,420.606.

All model 912 and 914 series engines fitted with a replaced crankcase with a S/N all through to 27811.

These engines are installed on, but not limited to, the following aircraft types:

3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG, **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango, **Aircraft Philipp** (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo, **Aquila** AT01, **Cessna** 150 and A150 series, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana, **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109, **Issoire** APM-20 Lionceau, **Reims Aviation** F150 and FA150 series, **Scheibe** SF 36R and SF 25C, **Stemme** S10-VT, **Tecnam** P 92-J, P 92-JS and P2002-JF, and **W.D. Aircraft** D4 Fascination.

Note 1: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent sudden loss of engine power due to a cracked crankcase that could lead to a hazardous situation during low level flight, inspect the engine crankcase for cracks and oil leaks per the instructions in BRP-Rotax Mandatory Service Bulletins SB-912-029 revision 3 or SB-914-018 revision 3.

If the crankcase is cracked or oil leaks are detected, accomplish a manufacturer approved repair, before further flight.

Note 2: If a review of the engine logbook or aircraft maintenance records cannot positively identify the crankcase S/N, then the engine crankcase assembly shall be inspected to identify the S/N.

(EASA AD 2007-0025 refers)

Compliance: Within the next 100 hours TIS unless already accomplished within the last 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 22 February 2007

DCA/ROTAX/14A Fuel Pump - Replacement

Applicability: All model 912 A, 912 F and 912 S series engines fitted with fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545.

These engines are fitted to, but not limited to, the following aircraft types:

Alphi Aviation Pioneer 200 and 300; Costruzioni Aeronautiche Tecnam P92-2000RG, P92 Echo Super, P92S Echo, P96 Golf and P2002-JF; Skyfox Aviation CA-25 and CA-25N Gazelle; and Zenair CH701 STOL and Zodiac 601 UL.

Note: No action required for aircraft already in compliance with DCA/ROTAX/14 and ASB-912-053. This AD revised to introduce BRP Rotax SB-912-053 which supersedes BRP Rotax ASB-912-053. Fuel pumps P/N 892230, 892232, 892540 are standard fuel pumps, and P/N 892235, 892236 and 892545 are fitted with a flexible fuel line.

Requirement: To prevent excessive fuel pressure possibly resulting in fuel leakage and/or engine failure, accomplish the following:

1. Replace fuel pumps P/N 892230, 892232 and 892540 with a fuel pump P/N 892542, and replace fuel pumps P/N 892235, 892236 and 892545 with a fuel pump P/N 892546, per BRP Rotax SB-912-053 dated 13 April 2007 or later approved revisions.
2. Fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545 shall not be installed on any engine.

(EASA AD 2007-0060R1-E refers)

Compliance: 1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner.
2. From 30 September 2010.

Effective Date: DCA/ROTAX/14 - 9 March 2007
DCA/ROTAX/14A - 30 September 2010

DCA/ROTAX/15 Exhaust Muffler – Inspection and Replacement

Applicability: Model 914 F series engines, S/N 4,420.372 through to 4,420.406 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusive.

Model 914 F series engines, S/N 4,420.407 through to 4,420.436 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusive, or P/N 979404, S/N 03.0200 through to 04.0799.

Note: This AD supersedes DCA/ROTAX/8 and introduces additional affected exhaust mufflers in the applicability.

Requirement: To prevent carbon monoxide entering the cabin due to possible cracks in the exhaust muffler which could result in loss of aircraft control, inspect the exhaust system per the instructions BRP-Rotax GmbH & CoKG MSB No. SB-914-028 revision 1 dated 8 November 2004 or later approved revisions. If any defects are found, accomplish corrective actions as required before further flight.

(EASA AD 2006-0127 refers)

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

Effective Date: 26 February 2009

DCA/ROTAX/16 Coolant – Replacement

Applicability: Rotax 912 A, 912 F, 912 S and 914 F series engines, all S/N.

These engines are known to be installed on, but not limited to: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT- 200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evекtor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Reims Aviation F150 and FA150 series; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX10A to introduce the mandatory use of waterless coolant and BRP SB-912-043 revision 2 for Rotax 912 series engines, and BRP SB-914-029 revision 2 for Rotax 914 series engines. A coolant mixture may be used if the aircraft is in compliance with the requirements in this AD per the instructions in the applicable BRP SB.

Requirement: To prevent engine failure due to possible boiling of conventional coolant with a mixing ratio of 50% coolant and 50% water, accomplish the following:

Amend the coolant specification in the relevant documentation of the aircraft and introduce the mandatory use of waterless coolant.

As an alternative the conventional coolant mixture may be used, provided that the specified operating temperature limit (coolant temperature) per the applicable BRP SB is applied, and the following is accomplished:

- The radiator cap must be replaced, and
- The cooling system efficiency must be checked, and
- The maximum achievable coolant temperature must be determined, and
- The maximum achievable cylinder head temperature must also be determined.

These requirements must be accomplished per the instructions in BRP Rotax SB-912-043 revision 2 and SB-914-029 revision 2, as applicable, and before these measures can be introduced the effects of these measures on the powerplant

installation and the aircraft must be reviewed, and approved by the affected aircraft manufacturer.

Note 2: The requirements of this AD must be accomplished per the instructions in BRP Rotax Service Bulletin SB-912-043 revision 2 and SB-914-029 revision 2, both dated 10 November 2006 or later approved revisions.

(EASA AD 2007-0155 refers)

Compliance: By 30 October 2010, unless previously accomplished.

Effective Date: 30 September 2010

DCA/ROTAX/17 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model Rotax 505 series, 912 series and 914 series engines, all S/N

Requirement: Compliance with the following Austro Control (Austrian Aviation Authority) Airworthiness Directives (as applicable) is required:

Austro Control AD No:	Bombardier Rotax Service Information:	Subject:	AD Requirement:
69 (In German)	Rotax Technical Bulletin No. 505-06.	Ignition unit. Rotax 505 and 505A engines, S/N all through 3,332.888.	Ignition unit, change to electronic box Ducati 965675 per TB No. 505-06.
75	Rotax Technical Bulletin No. 912-02 rev 1 dated 25 Oct 93.	Ignition system - Corrosion between the stator and igniter housing. Rotax 912A series engines, S/N all through 4,076.022.	Accomplish the instructions in TB No. 912-02.
80	Rotax Technical Bulletin No. 912-06 dated 21 Nov 94.	Ignition system bonding. Rotax 912A series engines, S/N 4,076.062 through to 4,076.220.	Accomplish the instructions in TB No. 912-06.
82 (In German)	Rotax Technical Bulletin No. 912-07 dated 30 Jan 95.	Ignition system shielding. Rotax 912A series engines, S/N all through 4,076.064.	Improve the bonding of the ignition system shielding per TB No. 912-07.
84	Rotax Technical Bulletin No. 912-08 dated 16 August 95.	SMD electronic modules. Rotax 912A series engines, S/N 4,076.064 through to 4,380.752.	Accomplish the instructions in TB No. 912-08.
88	Rotax Technical Bulletin No. 914-03 dated 3 July 97.	Mixture enrichment jet. Rotax 914F series engines, S/N 4,420.002 through to 4,420.029, and S/N 4,420.032 all through 4,420.044.	Accomplish the instructions in TB No. 914-03.
89	Rotax Technical Bulletin No. 912-19 dated 30 June 97.	Gearbox. Rotax 912 A3 engines, S/N 4,076.065 through to 4,380.663 fitted with a constant speed hydraulic propeller.	Accomplish the instructions in TB No. 912-19.

90	Rotax Technical Bulletin No. 914-04 dated 27 Aug 97.	Turbocharger oil supply banjo bolt. Rotax 914 F series engines, S/N 4,420.011 through to 4,420.058.	Accomplish the instructions in TB No. 914-04.
95 (In German)	Rotax Technical Bulletin No. 914-07 dated 5 Jun 98.	Turbocharger oil supply line. Rotax 914 F series engines, S/N 4,420.002 through to 4,420.127.	Accomplish the instructions in TB No. 914-07.
98 (In German)	Rotax Service Bulletins No. SB-912-026R3 and SB-914-014R3 both dated Dec 99.	Ignition system stator. Rotax 912 A series engines, S/N 3,792.541 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.502 through to 4,412.791, and Rotax 914 F series, S/N 4,420.002 through to 4,420.157.	Accomplish the instructions in SB No. SB-912-026R3 and SB-914-014R3 as applicable.
101	Rotax SB No. 912-027R1 and 914-010R1 both dated Feb 2000.	Gearbox. Rotax 912 A series engines, S/N 4,410.330 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.781 through to 4,412.791, and Rotax 914 F series, S/N 4,420.128 through to 4,420.156, and Propeller gearboxes S/N 15081, 15139, 15341, 15559 all through 15562.	Accomplish the instructions in SB No. 912-027R1 and SB-914-010R1 as applicable.
108	Rotax SB No. SB-912-022 and SB-914-011.	Valve spring retainers. Rotax 912 A series engines, S/N 4,410.204 through to 4,410.421, and Rotax 912 F series engines, S/N 4,412.757 through to 4,412.807 excluding 4,412.795, and Rotax 912 S series engines, S/N 4,922.501 all through 4,922.636 excluding 4,922.535, 4,922.553 and 4,922.578, and Rotax 914 F series, S/N 4,420.039 through to 4,420.253 excluding 4,420.049, 4,420.068, 4,420.083, 4,420.098, 4,420.115 and 4,420.156.	Accomplish the instructions in SB No. SB-912-022 and SB-914-011 as applicable.

- Note 1:** Each part of this AD (each individual Austro Control AD) shall be certified in the aircraft logbook separately.
- Note 2:** 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 ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.
- Effective Date:** 30 September 2010

DCA/ROTAX/18 Carburettor Float Chamber – Inspection and Rework

- Applicability:** Model Rotax 912 A series engines, S/N all through 4,076.244.
- Requirement:** To prevent fuel starvation and loss of engine power, accomplish the following:
Accomplish the requirements in Bombardier Rotax Technical Bulletin No. 912-09 dated 30 August 1995 or later approved revisions.
(Austro Control AD 83 refers)
- Compliance:** Within the next 50 hours TIS, or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter before further flight if rough engine operation is experienced.
- Effective Date:** 30 September 2010

DCA/ROTAX/19 Engine Components – Inspection and Replacement

- Applicability:** Model Rotax 914 F series engines, all S/N.
These engines are installed on, but not limited to Diamond HK 36 TTS aircraft, all S/N; Diamond HK 36 TTC aircraft, all S/N; Diamond HK 36 TTC-ECO aircraft, all S/N; Diamond DV 22, S/N 22001 and 22002, and Diamond DA 40-V1 aircraft, S/N 40001.
- Requirement:** To prevent engine failures due to possible cracks in engine component/parts, accomplish the following:
1. Accomplish a detailed visual inspection of the crankcase in the area below the cylinders and the welding points of the ring-engine mounts per the instructions in Diamond Aircraft Industries (DAI) MSB36-70 and DAI SI36-003 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.
 2. Accomplish a detailed visual inspection of the exhaust tubes between the cylinder-head and the exhaust per the instructions in DAI MSB36-70 and DAI SI36-003.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.
(Austro Control AD 103 refers)
- Compliance:**
1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at every maintenance inspection until an approved modification has been embodied.
 2. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS until an approved modification has been embodied.
- Effective Date:** 30 September 2010

DCA/ROTAX/20 Exhaust System – Inspection and Replacement

- Applicability:** Rotax 914 F series engines, S/N 4,420.001 all through to 4,420.363 fitted with Rotax exhaust bends P/N 979420/421/422, 979430/431/432, 979440/441/442 and 979450/451/452.
- Requirement:** To prevent exhaust failure due to possible cracks in exhaust bends between the cylinder-head and exhaust, accomplish the following:
- Accomplish a detailed visual inspection of the exhaust system per the instructions in Bombardier Rotax Service Bulletin SB-914-017 revision 1 or later approved revisions.
- If any cracks are found the affected parts must be renewed or repaired per the instructions in SB-914-017 before further flight.
- (Austro Control AD 106R1 refers)
- Compliance:** Within the next 50 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS.
- Effective Date:** 30 September 2010

DCA/ROTAX/21 Fuel Pump – Inspection and Rework

- Applicability:** Model Rotax 912 A series engines, S/N 4,410.419 all through to 4,410.465, and Model Rotax 912 F series engines, S/N 4,412.808 all through to 4,412.815, and Model Rotax 912 S series engines, S/N 4,922.504 all through to 4,922.743, and Fitted with fuel pump assembly P/N 996 596.
- Requirement:** To prevent fuel pump failure due to possible fuel pump leaks, which can result in loss of engine power and fire, accomplish the following:
- Accomplish a detailed visual inspection of the fuel pump system and hose connections per the instructions in Bombardier Rotax Service Bulletin SB-912-031 or later approved revisions.
- If any defects are found accomplish all corrective actions per the instructions in Rotax SB-912-031 before further flight.
- (Austro Control AD 109 refers)
- Compliance:** Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 30 September 2010

DCA/ROTAX/22 Magneto Flywheel Hub Washer – Replacement

- Applicability:** Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, S/N 4,410.888 through to 4,410.899.
- Rotax 912 F3 engines, S/N 4,412.986 and 4,412.987.
- Rotax 912 S2, 912 S3 and 912 S4 engines, S/N 4,924.087 through to 4,924.139 and 4,924.141 through to 4,924.166.
- Rotax 914 F2, 914 F3 and 914 F4 engines, S/N 4,420.970 through to 4,420.990, 4,420.997 and 4,421.001 through to 4,421.003.
- These engines are known to be installed on, but not limited to, the following types of aeroplanes: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and

SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: The installation of these engines was either embodied by the respective aeroplane manufacturer or through a modification by STC.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub per the instructions in paragraph 3 of BRP-Powertrain Mandatory SB-912-058 or SB-914-041 as applicable. Return the defective washer to the manufacturer per the instructions in paragraph 1.13 of SB-912-058 or SB-914-041 as applicable.
2. An engine affected by the requirements of this AD may not be installed on any aircraft unless washer P/N 944072 and associated gasket ring P/N 950141 have been replaced per the requirements in this AD.

Note 2: BRP-Powertrain Mandatory SB-912-058 and SB-914-041 (same document) dated 15 April 2011 or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

(EASA AD 2011-0067-E refers)

Compliance:

1. Within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.
2. From 19 April 2011.

Effective Date: 19 April 2011

DCA/ROTAX/23 Fuel Pressure Regulator – Inspection and Replacement

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to **Aeromot** AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpha-Werke; Nitsche) AVO 68 series Samburo aircraft, **Diamond** (formerly HOAC) HK 36 series Super Dimona aircraft, **Scheibe** SF 25C and **Stemme** S10-VT aircraft.

Note 1: The installation of these engines was either done by the respective **aeroplane manufacturer** or through modification of the aeroplane by STC.

Requirement: To prevent fuel leaks from the pressure regulator which could result in an in-flight fire, loss of engine power and a forced landing, accomplish the following:

1. Review the aircraft logbooks or inspect the aircraft and determine the S/N of the fuel pressure regulator P/N 887130 installed on the aircraft engine.

If a fuel pressure regulator P/N 887130 with a S/N listed in table 1 of this AD is found fitted to the aircraft, replace the fuel pressure regulator with a serviceable unit with a S/N not listed in table 1 of this AD per the instructions in BRP-Powertrain MSB SB-914-040 dated 10 March 2011 or later approved revisions.
2. An affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be fitted to any engine, and a Rotax 914 F series engine fitted with an affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be installed on any aircraft.

Table 1:

S/N of affected fuel pressure regulators P/N 887130:	
100200 through to 100246	100248 through to 100280
100282 through to 100293	100295 through to 100314
100316 and 100317	100319 through to 100326
100330	100332 and 100333
100338 through to 100340	100342 through to 100345
100348	100350 through to 100355
100357 through to 100363	100365 through to 100368
100371 and 100372	100374 through to 100376
100379 and 100380	100395 and 100396

Note 2: Some of the listed affected S/N fuel pressure regulators have been delivered as spares. Other S/N are known to be currently installed on 914 UL2 engines which are non-certified engines and intended for installation on non-certified aircraft, e.g. microlights and amateur built aircraft.

(EASA AD 2011-0082 refers)

Compliance:

1. Within the next 100 hours TIS or by 26 November 2011 whichever occurs sooner.
2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/24 Magneto Flywheel Hub Washer – Replacement

Applicability: Model 912UL engines, S/N 6,770.178 through to 6,770.241, 6,770.245 through to 6,770.251.

Model 912ULS engines, S/N 6,777.699 through to 6,777.716, 6,777.718 through to 6,777.832, 6,777.861 through to 6,777.885, 6,777.896 through to 6,777.967, 6,777.973 through to 6,778.025, 6,778.031 through to 6,778.107, 6,778.115 through to 6,778.139, 6,778.179 through to 6,778.196.

Model 912ULSFR engines, S/N 6,778.108.

Model 914UL engines, S/N 6,774.240 through to 6,774.261, 6,774.263 through to 6,774.269, 6,774.271 through to 6,774.308, 6,774.313 through to 6,774.321, 6,774.327 through to 6,774.386, 6,774.396 through to 6,774.425.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub with serviceable parts with the same P/N per the instructions in BRP-Powertrain Mandatory SB-912-058UL or SB-914-041UL as applicable. (These SBs refer to SB-912-058 or SB-914-041 for the corrective actions.)
2. An engine affected by the requirements of this AD may not be installed on any aircraft unless the washer and associated gasket ring have been replaced per the requirements in this AD.

(UK MPD 2011-003-E refers)

Compliance:

1. Within the next 10 hours TIS or by 31 August 2011 whichever occurs sooner, unless previously accomplished.
2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/25A Cancelled – DCA/ROTAX/26 refers

Effective Date: 28 November 2011

DCA/ROTAX/26 Crankshaft – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
 Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
 Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
 Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.
 Rotax 912 UL engines, all S/N.
 Rotax 912 ULS engines, all S/N.
 Rotax 912 ULSFR engines, all S/N.
 Rotax 914 UL engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evекtor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX/25A to expand the applicability to include additional affected P/N 888164 crankshafts. The expanded crankshaft S/N range is listed in table 1 of this AD.

Note 2: Engines that are known to have an affected crankshaft installed (as delivered by BRP-Powertrain) are listed by engine S/N in BRP-Powertrain ASB-912-059 and ASB-914-042 dated 15 November 2011, and ASB-912-059UL and ASB-914-042UL dated 15 November 2011 as applicable to the engine type.

Note 3: Affected P/N 888164 crankshafts have also been supplied as replacement parts.

Requirement: To prevent failure of the crankshaft due to possible cracks in the power take-off side of the crankshaft journal which could result in loss of engine power, accomplish the following:

1. Review the aircraft records and determine the S/N of the engine installed on the aircraft.

If the engine S/N is listed in BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

2. Review the aircraft records and determine if the P/N 888164 crankshaft has been replaced since engine manufacture. If the crankshaft has been replaced since engine manufacture, determine if a P/N 888164 crankshaft with a S/N listed in table 1 of this AD is fitted.

If a crankshaft P/N 888164 with a S/N listed in table 1 of this AD is found fitted, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

3. A P/N 888164 crankshaft with an affected S/N listed in table 1 of this AD shall not be installed in any engine unless the crankshaft complies with the requirements of this AD.

4. An engine with an affected P/N 888164 crankshaft shall not be installed on any aircraft unless the crankshaft complies with the requirements of this AD.

Table 1 – Affected P/N 888164 crankshafts:

Affected S/N:
40232 through to 40267
40293 through to 40374
40408 through to 40433
40435 through to 40507

Note 4: BRP-Powertrain ASB-912-059 and ASB-914-042 (same document), dated 15 November 2011, and BRP-Powertrain ASB-912-059UL and ASB-914-042UL (same document), dated 15 November 2011 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2011-0224-E and UK MPD 2011-009-E refer)

Compliance:

1. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.
2. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.
3. From 28 November 2011.
4. From 28 November 2011.

Effective Date: 28 November 2011

DCA/ROTAX/27A Oil Pump Attach Bolts – Inspection and Rework

Applicability: Rotax 912 S2 and 912 S3 engines, S/N 4,924.287 all through to 4,924.295, 4,924.300 all through to 4,924.304, 4,924.342 all through to 4,924.350, 4,924.352 and 4,924.353.

Rotax 914 F2 engines, S/N 4,421.079, 4,421.080 and 4,421.081.

Rotax 912UL engines, S/N 6,770.461 and 6,770.462.

Rotax 912ULS engines, S/N 6,778.908 through to 6,778.932, 6,778.934 through to 6,778.958, 6,779.478 through to 6,779.502 and 6,779.504 through to 6,779.511.

Rotax 914UL engines, S/N 6,774.704 through to 6,774.733 and 6,774.861 through to 6,774.869.

These engines are known to be installed on, but not limited to the following types of aircraft: **3-i** Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; **Aircraft Philipp** (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; **Aquila** AT01; **Cessna** 150 and A150 series; and **(Reims)** F150 and FA150 series; **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109; **Issoire** APM-20 Lionceau; **Scheibe** SF 36R and SF 25C; **Stemme** S10-VT; **Tecnam** P 92-J, P 92-JS and P2002-JF; **W.D. Aircraft** D4 Fascination.

- Note 1:** This AD revised to expand the applicability to include non-Type Certificated Rotax 912 and 914 series engines and introduce BRP-Powertrain ASB-912-060UL and ASB914-043UL (the same document) dated 26 January 2012. No further AD action required for those Type Certificated Rotax 912 and 914 series engines already in compliance with DCA/ROTAX/27.
- Note 2:** The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.
- Requirement:** To prevent oil pump failure due to possible oil pump leaks which could result in loss of oil pressure and loss of engine power, accomplish the following:
1. Inspect the engine oil system and check the torque of the oil pump attachment bolts per the instructions in section 2 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable to the engine model, all dated 26 January 2012 or later approved revisions.

If any defects are found accomplish all the applicable follow-on inspections and corrective actions per the instructions in section 3 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable.
 2. An engine affected by this AD shall not be installed on any aircraft unless the engine is in compliance with the requirements of this AD.

(EASA AD 2012-0019-E and UK MPD 2012-001-E refer)
- Compliance:**
1. For affected Type Certificated Rotax 912 and 914 series engines:

Within the next 4 hours TIS or 30 days from 28 January 2012 (the effective date of DCA/ROTAX/27) whichever occurs sooner, unless previously accomplished.

For affected non-Type Certificated Rotax 912 and 914 series engines:

Within the next 4 hours TIS or by 23 March 2012 whichever occurs sooner.
 2. From 23 February 2012.
- Effective Date:** DCA/ROTAX/27 - 28 January 2012
DCA/ROTAX/27A - 23 February 2012

DCA/ROTAX/28 Fuel Pump – Inspection and Replacement

- Applicability:** Model 912 A engines, S/N 4,410.956, and

Model 912 F engines, S/N 4,413.000 through to 4,413.002 and 4,413.005 through to 4,413.007, and

Model 912 S engines, S/N 4,924.331 through to 4,924.334, 4,924.354 through to 4,924.358 and 4,924.366 through to 4,924.402, and

Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4595 and 12.0251 through to 12.0270.

Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL.
- Requirement:** To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the instructions in EASA AD 2012-0093-E.
- Note 3:** Rotax ASB-912-061 and ASB-912-061UL both dated 26 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0093-E refers)
- Compliance:** Before further flight.
- Effective Date:** 31 May 2012

DCA/ROTAX/29A Fuel Pump Pressure Side Hose – Inspection and Replacement

- Applicability:** Model 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N, and
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N, and
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N, and
Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4355, 11.4516 through to 11.4595, and 12.0251 through to 12.0270.
Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL revision 1 fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL revision 1.
- Note 1:** This AD supersedes DCA/ROTAX/29 to expand the AD applicability to S/N 11.4036 through to 11.4355 for affected fuel pump P/N 893114. Superseded DCA/ROTAX/29 listed S/N 11.4036 through to 11.4335.
- Requirement:** To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the requirements in EASA AD 2012-0097R1 dated 01 June 2012 and the instructions in the applicable Rotax ASB.
- Note 2:** Rotax ASB-912-061 and ASB-912-061UL both at revision 1 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0097R1 and UK CAA MPD 2012-002-E refer)
- Compliance:** Before further flight.
- Effective Date:** DCA/ROTAX/29 - 2 June 2012
DCA/ROTAX/29A - 6 June 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://www.caa.govt.nz/aviation/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.

2013-0055-E Cancelled - EASA AD 2013-0117-E refers

Effective Date: 31 May 2013

2013-0117-E Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
 Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
 Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
 Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: 31 May 2013

UK MPD 2013-003-E Cylinder Head – Inspection

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Effective Date: 7 June 2013

2015-0240 Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N up to 4 411 086.
 Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N up to 4 413 044.
 Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N up to 4 924 910.
 Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N up to 4 421 444.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: 4 January 2016

2016-0144 (Correction) Carburettor Float – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
 Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
 Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
 Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2016-0144 - 26 July 2016
 EASA AD 2016-0144 (Correction dated 25 July 2016) - 26 July 2016

UK MPD 2017-001 Cylinder Head – Inspection

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.
These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2015-0240 is applicable to type-certified engines.

Effective Date: 11 February 2017

2017-0101-E Ignition Housing Sealing Plug – Inspection

Applicability: Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N.
These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: 13 June 2017

UK MPD 2017-005-E Ignition Housing Sealing Plug – Inspection

Applicability: Non type-certified Rotax 912 iS and 912 iS Sport engines, all S/N.
These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0101-E is applicable to type-certified engines.

Effective Date: 9 August 2017

2017-0208 (Correction) Valve Push Rod Assembly – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.
These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2017-0208 - 27 October 2017
EASA AD 2017-0208 (Correction dated 22 December 2017) - 27 October 2017

UK MPD 2018-001 Valve Push Rod Assembly – Inspection

Applicability: Non type-certified Rotax 912 iS Sport, 912UL, 912ULS, 914UL engines with S/N listed in Rotax SB-912 i-008iS / SB-912-070UL / SB-914-052UL, at the latest revision.
These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0208 (correction) is applicable to type-certified engines.

Effective Date: 22 February 2018

2018-0265R1 (Correction) Exhaust Valves – Replacement

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

Rotax 915 iSc3 A and 915 iSc3 B engines, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2018-0265 - 11 December 2018

EASA AD 2018-0265R1 (Correction dated 10 January 2019) - 31 January 2019

UK MPD 2019-001-E Exhaust Valves – Replacement

Applicability: Non type-certified Rotax 914 UL and 915 iS A engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2018-0265R1 (Correction) is applicable to type-certified engines.

Effective Date: 31 January 2019

2019-0055-E (Correction) Cancelled – EASA AD 2019-0253-E refers

Effective Date: 15 October 2019

UK MPD 2019-004-E Cancelled – UK MPD 2019-006-E refers

Effective Date: 19 October 2019

2019-0253-E Fuel Pump Assembly – Inspection

Applicability: Rotax 912 iSc2 Sport, 912 iSc3 Sport and Rotax 915 iSc3 A engines, all S/N fitted with a fuel pump assembly P/N 889696 (part of assembly P/N 889697), or P/N 889698 (part of assembly P/N 889699) with a S/N 180500 through to 192699.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Affected engines have electronically controlled fuel injection.

Note: EASA AD 2019-0253-E is applicable to type-certified engines. Affected engines have electronically controlled fuel injection.

Effective Date: 15 October 2019

UK MPD 2019-006-E Fuel Pump Assembly – Inspection

Applicability: Non type-certified Rotax 912 i series and Rotax 915 i A series engines, all S/N fitted with a fuel pump assembly P/N 889696 (part of assembly P/N 889697), or P/N 889698 (part of assembly P/N 889699) with a S/N 180500 through to 192699.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK MPD 2019-006-E is applicable to non type-certified engines. Affected engines have electronically controlled fuel injection.

Effective Date: 19 October 2019

2023-0156-E Propeller Gearbox – Magnetic Plug Inspection

Applicability: Rotax 912 A, 912 F, 912 S and 912 iSc Sport (series) engines, all models, all S/N.
Rotax 914 F engines, all models, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2023-0156-E is applicable to type-certified engines.

Effective Date: 4 August 2023

UK MPD 2023-002-E Propeller Gearbox – Magnetic Plug Inspection

Applicability: Rotax 912 UL, 912 ULS, 914 UL and 912 iS Sport engines with a S/N listed in Appendix 1 Table 1 of UK MPD 2023-002-E (**Note:** These engines were originally delivered from the factory with an affected propeller shaft P/N 937047), **and**

Propeller shafts with P/N 937047 delivered as spare parts listed in Appendix 1 Table 2 of UK MPD 2023-002-E (**Note:** These propeller shafts were delivered as a spare part, or as part of a gearbox assembly and are affected by UK MPD 2023-002-E).

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK CAA AD 2023-002-E is applicable to non type-certified engines.

Effective Date: 15 August 2023

2025-0019-E Internal Generator - Inspection

Applicability: Rotax 912 iSc Sport, 915 iSc A, 915 iSc C24, 916 iSc A, 916 iSc B and 916 iSc C24 series engines, all models, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2025-0019-E is applicable to type-certified engines.

Effective Date: 20 January 2025

UK MPD 2025-001-E Internal Generator - Inspection

Applicability: Rotax 912 iS Sport, 915 iS A, 915 iS C24, 916 iS A, and 916 iS C24 series engines, all models, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK CAA MPD 2025-001-E is applicable to non type-certified engines.

Effective Date: 10 February 2025

2025-0267-E Propeller Gearbox - Inspection

Applicability: Rotax 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24 and Rotax 916 iSc3 C24 engines, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2025-0267-E is applicable to type-certified engines.

Effective Date: 2 December 2025

UK CAA MPD 2025-006-E Propeller Gearbox - Inspection

Applicability: Rotax 915 iS A, 915 iS C24, 916 iS A, and 916 iS C24 series engines, all models, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK CAA MPD 2025-006-E is applicable to non type-certified engines.

Effective Date: 6 December 2025

2026-0121-E Propeller Gearbox - Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3, 912 A4, 912 F2, 912 F3, 912 F4, 912 S2, 912 S3 and 912 S4 engines, all S/N, and

Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N, and

Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2026-0121-E is applicable to type-certified engines.

Effective Date: 26 June 2026

UK CAA MPD 2026-003-E Propeller Gearbox - Inspection

Applicability: Rotax 912 UL, 912 ULS, 912 iS Sport, and 914 UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK CAA MPD 2026-003-E is applicable to non type-certified engines.

Effective Date: 7 July 2026

*** 2026-0178-E Turbocharger Valve Housing - Replacement**

Applicability: Rotax 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24, Rotax 916 iSc3 C24, all S/N.

These engines are known to be installed on various general aviation certified aircraft. The installation of these engines was either embodied by the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2026-0178-E is applicable to type-certified engines.

Effective Date: 16 September 2026

*** UK CAA MPD 2026-005-E Turbocharger Valve Housing - Replacement**

Applicability: Rotax 915 iS2 A, Rotax 915 iS3 A, Rotax 915 iS2 C24, Rotax 915 iS3 C24, Rotax 916 iS2 A, Rotax 916 iS3 A, Rotax 916 iS2 C24 and Rotax 916 iS3 C24 engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK CAA MPD 2026-005-E is applicable to non type-certified engines.

Effective Date: 18 September 2026