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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 26-10

Effective date 29 October 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 26-10

29 October 2026

Airbus Helicopters AS 350 Series	EASA AD 2024-0139	Cancelled EASA AD 2026-0202 refers	9-Nov-26
Airbus Helicopters AS 350 Series	EASA AD 2025-0159R1	Sliding Door Placards and Markings - Installation	29-Oct-26
Airbus Helicopters AS 350 Series	EASA AD 2026-0052R2	Fuse Cover Attachment of Circuit Breaker Panel - Modification	29-Oct-26
Airbus Helicopters AS 350 Series	EASA AD 2026-0202	Vertical Fin – Inspection / Modification	9-Nov-26
Airbus Helicopters AS 355 Series	EASA AD 2024-0139	Cancelled EASA AD 2026-0202 refers	9-Nov-26
Airbus Helicopters AS 355 Series	EASA AD 2025-0159R1	Sliding Door Placards and Markings - Installation	29-Oct-26
Airbus Helicopters AS 355 Series	EASA AD 2026-0202	Vertical Fin – Inspection / Modification	9-Nov-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0188	Warning Unit Emergency Off Switches – Operational Check	29-Oct-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0201	Emergency Flotation System Adhesive Label – Removal	9-Nov-26
Airbus Helicopters EC 120 B	EASA AD 2025-0159R1	Sliding Door Placards and Markings - Installation	29-Oct-26
Airbus Helicopters EC 130 Series	EASA AD 2025-0159R1	Sliding Door Placards and Markings - Installation	29-Oct-26
Airbus Helicopters EC 130 Series	EASA AD 2026-0052R2	Fuse Cover Attachment of Circuit Breaker Panel - Modification	29-Oct-26
Airbus Helicopters EC 135 Series	EASA AD 2026-0188	Warning Unit Emergency Off Switches – Operational Check	29-Oct-26
Airbus Helicopters EC 155 and SA 365 Series	EASA AD 2026-0195	Tail Gearbox Control Rod Bearings - Inspection	29-Oct-26
Bell 429	TC AD CF-2026-50	Tail Rotor Pitch Link Spherical Bearing - Inspection	23-Oct-26
Bell 429	TC AD CF-2026-52	Main Rotor Mast Inner Diameter - Inspection	30-Oct-26
Bell 429	TC AD CF-2026-56	Reduced AFT Cyclic Stick Margin - Inspection	10-Nov-26
Diamond DA 42	EASA AD 2026-0183	Airworthiness Limitations – Amendment	29-Oct-26
Leonardo AW169 Helicopters	EASA AD 2026-0187	Cargo Hook Barrel Nuts and Retainers – Inspection	13-Oct-26
MD 369 Series, 500N & Kawasaki-Hughes 369 Series	FAA AD 2026-19-01	(Correction) Cyclic Torque Tube Assembly - Inspection	29-Oct-26
MD 369 Series, 500N & Kawasaki-Hughes 369 Series	FAA AD 2026-21-05	Main Transmission Drive Shaft Coupling - Inspection	27-Nov-26
MD 600N Helicopters	FAA AD 2026-19-01	(Correction) Cyclic Torque Tube Assembly - Inspection	29-Oct-26
MD 900 Helicopters	FAA AD 2014-16-01	Cancelled – FAA AD 2017-17-03 refers	29-Oct-26
MD 900 Helicopters	FAA AD 2017-17-03	Main Rotor Head - Inspection	29-Oct-26
Schempp-Hirth Gliders	EASA AD 2026-0197	Electrical Charge Controller – Modification	30-Oct-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

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. 26-11 is scheduled for issue on Thursday 26 November 2026.**

Notes on New and Revised Airworthiness Directives

Airbus Helicopters AS 350 Series, AS 355 Series, EC 120 B and EC 130 Series EASA AD 2025-0159R1 Sliding Door Placards and Markings - Installation

Since EASA AD 2025-0159 was issued, it was determined that some EC 120 B helicopters fitted with metallic doors are not affected by the unsafe condition addressed by this AD. The AD revised to exclude those helicopters from the AD applicability.

Airbus Helicopters AS 350 and EC 130 Series EASA AD 2026-0052R2 Fuse Cover Attachment of Circuit Breaker Panel - Modification

This AD is prompted by an incident reported to EASA of partial interference of a pilot pedal movement. Further investigation revealed that this event was caused by interference between the left pedal of the pedal block and a partially detached circuit breaker panel fuse cover.

This condition, if not corrected, could result in reduced helicopter yaw control.

To address this potential unsafe condition, Airbus Helicopters (AH) issued an ASB as defined in this AD, with modification instructions for the affected part. Consequently, EASA issued AD 2026-0052 to require modification of the affected part and to prohibit installation of a pre-mod affected part.

After that AD was issued, it was identified that for AS 350 helicopters the modification could not be accomplished as described in the ASB at original issue, and AH confirmed that, according to reported data, no AS 350 helicopter had been modified.

It was also determined that the compliance time (CT) for the modification could be extended for AS 350 helicopters. Therefore, AH updated the design of the modification for the AS 350 and issued ASB AS350-31-10-0002, issue 02 with amended modification instructions and introduced an extended CT for the AS 350.

Consequently, EASA AD 2026-0052 was revised to amend the definition of the ASB, now referring to Issue 02 of ASB AS350-31-10-0002, and to introduce an extended CT for the modification of AS 350 helicopters. This AD also incorporates administrative and editorial amendments to improve the readability and to meet the latest standards for EASA ADs.

Since AD 2026-0052R1 was issued it was determined that the compliance time to embody the modification required by this AD for EC 130 B4 helicopters can be extended.

Consequently, AH issued ASB EC130-31-10-0001 issue 002 to extend the CT, and EASA revised the AD accordingly.

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

Airbus Helicopters AS 350 Series EASA AD 2026-0202 Vertical Fin – Inspection / Modification

This AD supersedes EASA AD 2024-0139. Since that AD was issued, additional cracks were reported to EASA in a new area (Area Y) of the upper fin spar. To address that, Airbus Helicopters (AH) issued an ASB, now at Revision 6 to include inspection instructions for the new area.

For the reasons described above, EASA AD 2026-0202 retains the requirements in superseded EASA AD 2024-0139, and introduces additional inspections to be accomplished in Area Y. Further, the compliance time for the modification as required by paragraph (11) in the AD is extended.

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

Bell 429 Transport Canada AD CF-2026-50 Tail Rotor Pitch Link Spherical Bearing - Inspection

This AD is prompted by Bell receiving in-service reports of premature wear-of the spherical bearings P/N 429-312-117-103 installed on certain tail rotor pitch link assemblies of Bell 429 helicopters.

An investigation revealed a quality escape at the sub-supplier wherein the spherical bearing monoballs did not receive the required hard coating. Lack of hard coating reduces the wear resistance of the ball and causes it to fret upon contact with the inner bearing race. If not detected and corrected, a worn-out bearing could result in loss of tail rotor directional control preventing safe landing of the helicopter.

This AD mandates an increased repetitive visual inspections interval of affected pitch link assemblies for bearing wear and their replacement, if they do not pass the inspection criteria outlined in the Bell ASB 429-25-67 Basic Issue, dated 21 May 2025.

The Transport Canada (TC) AD can be obtained from the TC AD webpage at: Airworthiness Directives - Advanced Search

Leonardo AW169 Helicopters EASA AD 2026-0187 Cargo Hook Barrel Nuts and Retainers – Inspection

EASA AD 2026-0187 with effective date 13 October 2026 is prompted by finding erroneously installed barrel nuts and their associated retainers, which are part of the structural provision P/N 6F5310A07112 required only for an optionally installed cargo hook on the final assembly line of Leonardo S.p.A.

In all reported cases, the barrel nuts were found without their fastening bolts required for correct installation of the equipment, potentially allowing free movement of the nuts within the helicopter underfloor area. Helicopters that during manufacturing did not require structural provision P/N 6F5310A07112 in their configuration, Leonardo S.p.A. identified the population which might be erroneously fitted with barrel nuts and their associated retainers.

This condition, if not detected and corrected, could result to barrel nuts and their associated retainers leaving their seats, possibly damaging structural elements and/or electrical cables routed in the underfloor area, which could result in concurrent failure of multiple helicopter systems.

To address this potentially unsafe condition, Leonardo S.p.A. issued an ASB, providing instructions for a one-time inspection and applicable corrective actions.

For the reasons described above, this AD requires a one-time inspection to determine the presence of the barrel nuts and their associated retainers and, depending on the findings, the accomplishment of corrective actions.

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 (Correction) Cyclic Torque Tube Assembly - Inspection

FAA AD 2026-19-01 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.

FAA AD 2026-19-01 supersedes 2024-23-06 to prevent failure of the torque tube assembly, which, if not addressed, could result in reduced controllability and loss of helicopter control.

As originally issued, the header of the regulatory text of FAA AD 2026-19-01 is missing the AD number and the amendment number.

FAA AD 2026-19-01 (Correction) is re-issued to correct these errors. No other part of the preamble, or regulatory information has been corrected. Since this action only adds the missing information identified above, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public comment procedures are unnecessary.

The FAA AD can be obtained from the FAA AD webpage at: Dynamic Regulatory System

MD 900 Helicopters FAA AD 2017-17-03 Main Rotor Head - Inspection

FAA AD 2017-17-03 supersedes FAA AD 2014-16-01 and is prompted by three additional reports of cracks found in the MD900 fleet. These cracks were not discovered by the one-time eddy current inspection required by AD 2014-16-01, but were found during regular maintenance of the upper hub.

The AD mandates repetitive visual inspections of the fillet seal and the areas around the flexbeam boltholes for a crack and repetitive visual inspections of the lead leg shims and bushings for corrosion around the flexbeam boltholes.

If during any inspection there is corrosion or a crack, the upper hub must be replaced before further flight. The AD requires the installation of a fillet seal to the bushing and upper hub interface.

The FAA AD can be obtained from the FAA AD webpage at: Dynamic Regulatory System

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 26-10 **AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS** 29 October 2026

Schedule:	Date:
AD Schedule Cover Page	29 OCT 26
AD Schedule Revision Status	29 OCT 26
List of New or Revised ADs	29 OCT 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 / Dominie)	28 OCT10
De Havilland DH94 Series (Moth Minor)	31 AUG 17
De Havilland DHC-1 Series (Chipmunk)	22 FEB 18
De Havilland DHC-2 Series (Beaver)	30 MAR 23
De Havilland DHC-3 Series (Otter)	28 AUG 25
Diamond DA 20 Series	29 JAN 26
Diamond DA 40 Series	31 JUL 25
Diamond DA 42 Series	29 OCT 26
Diamond DA 62 Series	18 JAN 24
Douglas DC3C-S1C3G	18 APR 19
Dornier Do 228 Series	27 SEP 07
Eagle X-TS & 150 Series	30 AUG 07
Embraer EMB-500	26 NOV 20
Embraer EMB-820 Series	25 FEB 21
Erco 415-D Series (Ercoupe)	31 JAN 13
Extra EA 300 Series	1 OCT 20
Fairchild SA227	25 JUN 09
G-164 Ag-Cat Series	25 MAY 23
Gippsland GA200 Fatman	27 SEP 12
Gippsland GA8 Airvan	30 JAN 25
Grumman American AA-1 & AA-5 Series	29 JUL 21
Grumman G-44 Series	25 NOV 94
Gulfstream Aerospace G-IV Series	27 SEP 07
Gulfstream Aerospace GA-7	28 FEB 19
Harvard 2, 2A and 3 Series	26 SEP 13
Helio H-250 (Courier)	27 OCT 16
Jabiru Aeroplane Series	27 MAY 21
Kodiak 100	27 JUL 23
Lake LA-4, LA-4-200 & Model 250	28 SEP 17
Maule Series	30 JAN 25
Miles M38 Messenger	18 JUN 24
Mitsubishi MU-2B-26A/ -60 Series	28 JAN 21
Mitsubishi MU-2B-30 Series	25 JUN 20
Mooney M20 Series	23 FEB 23
Moravan Zlin Z-50	28 JUL 05
Moravan Zlin Z-137T	28 JUL 05
Nanchang CJ-6 Series	23 FEB 17
North American P-51 Series	30 MAY 13
Nomad N22 and N24 Series	21 APR 11
Pacific Aerospace CT/4 Series	29 APR 21
Pacific Aerospace FBA-2C Series	29 SEP 22
Pacific Aerospace Fletcher FU24 Series	28 JUL 16
Pacific Aerospace Cresco 08-600	30 APR 20
Pacific Aerospace 750XL	29 AUG 19
Percival Proctor Mk1	26 JUL 07
Percival Proctor Mk5	24 FEB 00
Pilatus PC-6 Series	18 DEC 25
Pilatus PC-12 Series	23 APR 26
Piper J3 Series	27 FEB 25
Piper PA-14 Series	27 FEB 25
Piper PA-18 Series	27 FEB 25
Piper PA-20 Series	27 FEB 25
Piper PA-22 Series	27 FEB 25
Piper PA-23 Series	27 JAN 22
Piper PA-24 Series	28 JUN 18
Piper PA-25 Series	30 JAN 25
Piper PA-28 Series	25 SEP 25
Piper PA-30 Series	28 JUN 18
Piper PA-31 Series	29 JUL 21
Piper PA-32 Series	28 JAN 21
Piper PA-34 Series	30 MAY 24
Piper PA-38 Series	27 OCT 11
Piper PA-39 Series	17 DEC 15
Piper PA-42 Series	27 OCT 11
Piper PA-44 Series	30 MAY 24
Piper PA-46 Series	21 DEC 23
Pitts S-1 & S-2 Series	26 SEP 19
PZL-M18 Dromander Series	25 SEP 03
PZL-104 Wilga 35 and 80	27 JUN 13
Reims F406 Series	31 JAN 19
Robin DR400 Series	18 JUN 24
Robin R1180 Series	22 FEB 18
Robin R3000 Series	27 NOV 14
Rockwell Commander 112 & 114 Series	24 JUN 21
Slingsby T67 Series	24 NOV 16
Rallye, MS880 and MS890 Series	27 APR 23
Socata TB9, TB10 and TB20 Series	31 JULY 25

Sud Aviation Gardan Horizon GY 80	18 DEC 08
Supermarine Spitfire	26 AUG 20
Taylorcraft BC12-D	26 AUG 20
Tecnam Aircraft	23 JUL 26
Thrush S2R Series	26 OCT 17
Transavia PL-12 Series	29 JAN 26
Twin Commander 500/600 Series	30 MAY 13
Univair Stinson 108 Series	22 FEB 18
Vulcanair P68B, P68C and P68C-TC	26 MAR 26
Yakovlev/Aerostar Series	3 SEP 26
Yeoman YA-1 Series	25 OCT 12

Amateur Built

Amateur Built Aircraft	30 MAY 24

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

Ex-military and Vintage Factory Built Aircraft	29 JAN 26

Microlight

Microlight	26 FEB 26

Helicopters

Helicopter - General	25 SEP 25
Agusta Bell AB212	30 MAY 24
Airbus Helicopters SA 315 & SA 316	27 OCT 11
Airbus Helicopters AS 350	29 OCT 26
Airbus Helicopters AS 355	29 OCT 26
Airbus Helicopters EC 120	29 OCT 26
Airbus Helicopters EC 130	29 OCT 26
Airbus Helicopters EC 155 and SA 365	29 OCT 26
Airbus Helicopters Deutschland BO 105	30 OCT 25
Airbus Helicopters Deutschland EC 135	29 OCT 26
Airbus Helicopters Deutschland MBB-BK 117	29 OCT 26
Bell/Kawasaki-Bell 47 Series	25 JUN 09
Bell 205 Series	31 OCT 24
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24
Bell 212 Series	31 OCT 24
Bell 214 Series	26 JUN 14
Bell 222 Series	3 SEP 26
Bell 407 Series	27 NOV 25
Bell 412 Series	31 OCT 24
Bell 427 Series	27 NOV 25
Bell 429 Series	29 OCT 26
Bell 505 Series	23 JUL 26
Bell OH-58 Series	27 NOV 14
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24
Boeing Vertol 107-II	31 AUG 06
Brantly Aircraft B-2 Series	23 DEC 21
Enstrom F-28, 280 & 480 Series	27 SEP 18
Fairchild FH-1100 Series	30 NOV 06
Guimbal Cabri G2	3 SEP 26
Hiller UH-12C & UH-12E Series	28 AUG 25
Kaman K-1200 Kmax	24 FEB 11
Kawasaki BK117 Series	30 OCT 25
Leonardo A109 and AW109 Series	3 SEP 26
Leonardo A119 and AW119 Series	26 MAR 26
Leonardo AW169	29 OCT 26
MD 369, Kawasaki/Hughes 369 & 500N	29 OCT 26
MD 600N	29 OCT 26
MD 900N	29 OCT 26
Robinson R22 Series	31 OCT 24
Robinson R44 Series	19 JUNE 25
Robinson R66 Series	29 FEB 24
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18
Sikorsky Aircraft S-55 Series	25 AUG 05
Sikorsky Aircraft S-76 Series	24 JUN 21

Gliders

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

Balloons

Balloons	28 AUG 25
Ultramagic Balloons	25 FEB 16

Engines

Austro E4 Series	26 SEP 24
Engines General – Reciprocating Engines	29 JUN 23
Blackburn Cirrus	27 JUN 02
Continental 6-285-C Series	28 MAY 20
Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Continental 240 Series & RR O-240-A Series	28 MAY 20
Continental 300 Series	28 SEP 23
Continental 360 Series	28 SEP 23
Continental 470 Series	28 SEP 23
Continental 520 Series	28 SEP 23
Continental 550 Series	28 SEP 23
Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	23 APR 26
De Havilland Gipsy	28 AUG 08
Franklin	30 OCT 03
GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
General Electric T-58 Series	25 MAR 04
Honeywell Int. LTS101 & T53 Series	30 JUN 22
Honeywell International T5508D	26 JUL 12
Honeywell International TFE731 Series	30 APR 09
Honeywell International TPE331 Series	29 NOV 18
Jabiru 2200 & 3300	27 SEP 12
Kinner R-55 (R-540-1)	29 NOV 07
Limbach Engines	29 JUL 10
Lycoming Engines - FAA TC E-223	3 SEP 26
Lycoming Engines - FAA TC E-229	26 MAR 26
Lycoming Engines - FAA TC 1E12	26 MAR 26
Lycoming Engines - FAA TC E-274	26 MAR 26
Lycoming Engines - FAA TC 1E13	26 MAR 26
Lycoming Engines - FAA TC E-279	26 MAR 26
Lycoming Engines - FAA TC 1E10	26 MAR 26
Lycoming Engines - FAA TC E-286	26 MAR 26
Lycoming Engines - FAA TC 1E1	26 MAR 26
Lycoming Engines - FAA TC E26EA	26 MAR 26
Lycoming Engines - FAA TC E16EA	26 MAR 26
Lycoming Engines - FAA TC E-275	28 FEB 19
Lycoming Engines - FAA TC 1E4	3 SEP 26
Lycoming Engines - FAA TC 1E7	28 FEB 19
Lycoming Engines - FAA TC E14EA	26 MAR 26
Lycoming Engines - FAA TC E-295	3 SEP 26
Lycoming Engines - FAA TC E-304	26 MAR 26
Lycoming Engines - FAA TC 1E15	26 MAR 26
Lycoming Engines - FAA TC 108	27 AUG 15
Lycoming Engines - FAA TC E00004NY	26 MAR 26
Lycoming Engines - FAA TC E00006NY	26 MAR 26
Mikron III Series	28 JAN 16
Pratt & Whitney Piston Series	23 FEB 23
Pratt & Whitney JT8D Series	27 OCT 95
Pratt & Whitney JT15D Series	30 JUN 22

Pratt & Whitney PT6 Series	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 HS-6 Series	18 APR 19
Williams International FJ44 Series	31 OCT 24

Propellers & Prop Governors

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

Components & Equipment

Aircraft Seats & Harnesses	3 SEP 26
Avionics (previously Radio Communication & Navigation Equipment)	26 MAR 26
Brakes and Wheels	23 APR 26
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	24 SEP 26
Fuel System Equipment	20 JAN 95
Instruments and Automatic Pilots	25 JUL 24
Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 350 Series

29 October 2026

Notes:

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

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

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

   Links to other NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz

3. The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).

4. Upgraded Eurocopter/Aerospatiale AS 350 series helicopters require that ADs applicable to the original model be reviewed for applicability and complied with accordingly.

5. Modified Eurocopter/Aerospatiale AS 350 series helicopters fitted with AS 355 aircraft parts require that ADs applicable to the AS 355 series be reviewed for applicability and complied with accordingly.

6. The date above indicates the amendment date of this schedule.

7. New or amended ADs are shown with an asterisk *

Contents

DCA/AS350/1 Tail Rotor Swivel Joint - Inspection 6
DCA/AS350/2 Tail Rotor Pitch Control Links - Inspection 6
DCA/AS350/3 Tail Rotor Gear Box, Attachment Screws - Replacement 6
DCA/AS350/4 Flying Controls - Modification 6
DCA/AS350/5 Main Rotor Dampers - Inspection 6
DCA/AS350/6 Baggage Door - Inspection 6
DCA/AS350/7 Tail Rotor Gear Box - Modification 7
DCA/AS350/8 Tail Rotor Hub - Modification 7
DCA/AS350/9A Engine Condition Monitoring System - Modification 7
DCA/AS350/10 Main Gear Box Temperature Probe - Inspection and Modification 7
DCA/AS350/11A Main Rotor Head Assembly - Inspection 7
DCA/AS350/12 Main Rotor Drive - Inspection 8
DCA/AS350/13 Main Gear Box Oil - Inspection 8
DCA/AS350/14 Cargo-Swing Installation - Modification 8
DCA/AS350/15 Engine To Main Gear Box Coupling - Inspection 8
DCA/AS350/16 Tail Rotor Installation - Inspection 8

DCA/AS350/17A Tail Rotor Blade Assembly - Retirement 8
DCA/AS350/18B Fin Installation - Inspection and Modification 9
DCA/AS350/19C Cancelled – DCA/AS350/31A refers 9
DCA/AS350/20 Tail Rotor Blades - Inspection 9
DCA/AS350/21C Cancelled – DCA/AS350/50 now refers 9
DCA/AS350/22A Main Gear Box, Bevel Ring Gear Assembly - Inspection 9
DCA/AS350/23F Cancelled – EASA AD 2024-0133 refers 10
DCA/AS350/24 Main Gear Box Oil Filter - Inspection 10
DCA/AS350/25B Main Rotor Shaft - Inspection 10
DCA/AS350/26 Emergency Flotation System - Modification 10
DCA/AS350/27 Fuel Filter Drain - Modification 11
DCA/AS350/28 Oil and Fuel Filters - Inspection 11
DCA/AS350/29 Raised Skid Landing Gear - Modification 11
DCA/AS350/30 Main Rotor Head - Life Limitation and Inspection 11
DCA/AS350/31A Fuel Filter - Inspection and Modification 12
DCA/AS350/32 Fuel Filter - Inspection 12
DCA/AS350/33E Main Rotor Head, Main Gear Box and Landing Gear – Inspection 12
DCA/AS350/34 Sliding Doors - Modification 13
DCA/AS350/35 Main and Tail Rotor Servo Controls - Inspection 13
DCA/AS350/36B Main Rotor, Rotating Swash Plate - Inspection 13
DCA/AS350/37 Cancelled - CAR 91.603(b) refers 13
DCA/AS350/38 Tail Rotor Pitch Control Lever Expansion Pin - Inspection 13
DCA/AS350/39 Emergency Location Transmitter (ELT) Antenna - Modification 14
DCA/AS350/40 Hydraulic Reservoir - Modification 14
DCA/AS350/41A Pitch Change Lever Bushes - Inspection 14
DCA/AS350/42 Engine Fire Detection System - Modification 14
DCA/AS350/43 Main Rotor Mast Assembly - Inspection 14
DCA/AS350/44A Sliding Windows - Inspection and Modification 15
DCA/AS350/45 MGB Oil Pressure Switch - Removal 15
DCA/AS350/46 Cyclic Pitch Change Control Rod - Inspection 15
DCA/AS350/47 Main Rotor Shaft Oil Jet - Inspection 15
DCA/AS350/48 MGB Suspension Bi-directional Cross Beam - Inspection 16
DCA/AS350/49 Tail Boom Attachment Screws - Replacement 16
DCA/AS350/50 Cancelled – EASA AD 2015-0195 refers 17
DCA/AS350/51 Single Pole Circuit Breakers – Inspection and Removal 17
DCA/AS350/52B Tail Rotor Hub Pitch Change Plate Bearings - Inspection 17
DCA/AS350/53 NR Indicator Lighting - Modification 18
DCA/AS350/54A Tail Rotor Pitch Change Rotating Plates – Inspection and Modification 18
DCA/AS350/55 Engine Oil Tank Breather Pipe - Fireproofing 19
DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding 19
DCA/AS350/57B Tail Rotor Drive Shaft Forward Fairing - Inspection 19
DCA/AS350/58 Tail Rotor Hub Pitch Change Plate Bearings - Replacement 21
DCA/AS350/59 Cancelled – DCA/AS350/108 refers 21
DCA/AS350/60 Engine Indication System – Resistor Installation 21
DCA/AS350/61A Cancelled – DGAC AD 2001-557-086R3 refers 21
DCA/AS350/62 Cancelled – DCA/AS350/74 refers 21
DCA/AS350/63B Tail Servo Control Eye End Fitting – Inspection and Rework 22
DCA/AS350/64 Engine Control Switch – Inspection 22
DCA/AS350/65 Hydraulic Cut-Off Control - Modification 22
DCA/AS350/66 Cancelled - DCA/AS350/94 refers 23
DCA/AS350/67 HSI - Inspection 23
DCA/AS350/68 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement 23
DCA/AS350/69 Eurocopter Canada Collective Lock - Replacement 23
DCA/AS350/70 Cancelled – EASA AD 2019-0228 refers 23

DCA/AS350/71 Cyclic Friction Cup - Inspection....24
DCA/AS350/72 Dynamic Components – Life Correction....24
DCA/AS350/73A Battery Lug - Inspection....24
DCA/AS350/74 TRW-SAMM Servo Controls - Replacement....25
DCA/AS350/75A Flight Control Stops – Inspection and Modification....26
DCA/AS350/76 Collective Lever Lock – Inspection....26
DCA/AS350/77 Fuel Bleed Lever - Modification....26
DCA/AS350/78 Rear Fuselage - Inspection....26
DCA/AS350/79 Tail Rotor Control Cable - Replacement....27
DCA/AS350/80A Cancelled – DCA/AS350/112 refers....27
DCA/AS350/81 Hydraulic System Cut-off- Modification....27
DCA/AS350/82 Cancelled - DCA/AS350/98 refers....27
DCA/AS350/83 Tail Rotor Blade Trailing Edge Tab – Inspection and Modification....28
DCA/AS350/84B Cancelled - DCA/AS350/99 refers....28
DCA/AS350/85 Cancelled – DCA/AS350/86 refers....28
DCA/AS350/86 Cancelled - DCA/AS350/97 refers....28
DCA/AS350/87 Breeze Eastern 450-lb Electric Hoist - Inspection....28
DCA/AS350/88 Cancelled – DCA/AS350/91 refers....29
DCA/AS350/89 Main Servo Controls – Inspection and Replacement....29
DCA/AS350/90 Cancelled – DCA/AS350/109 refers....30
DCA/AS350/91 Cancelled – DCA/AS350/109 refers....30
DCA/AS350/92 Cancelled – DCA/AS350/126 refers....30
DCA/AS350/93 Twist Grip Solenoid – Inspection, Operation and Replacement....30
DCA/AS350/94 Cancelled – DCA/AS350/103 refers....30
DCA/AS350/95 Cancelled - DCA/EMY/27 refers....30
DCA/AS350/96A Tail Rotor Servo Control – Inspection and Rework....31
DCA/AS350/97B Cancelled – DCA/AS350/106 refers....31
DCA/AS350/98 Sliding Door Rollers and Rails – Inspection and Modification....31
DCA/AS350/99 RH Cabin Vibration Damper and Blade Assy – Inspection and Modification....32
DCA/AS350/100 Cancelled – EASA AD 2026-0089 refers....32
DCA/AS350/101 Yaw Control Load Compensator Lever – Inspection....32
DCA/AS350/102 Main & Tail Rotor Servo Controls – Inspection and Rework....33
DCA/AS350/103C Tail Rotor Blade Skin – Inspection and Repair....33
DCA/AS350/104 Cabin Floor Cross Member – Inspection and Rework....34
DCA/AS350/105 Main & Tail Rotor Servo Controls – Inspection and Replacement....34
DCA/AS350/106 Sliding Door Rear Fitting and Support Shaft – Inspection and Replacement....35
DCA/AS350/107 Collective Lever Recess - Modification....36
DCA/AS350/108 Rear Bench Seat Cushions – Removal or Modification....36
DCA/AS350/109 Cancelled – DCA/AS350/114 refers....36
DCA/AS350/110 Aerazur Emergency Flotation Gear - Inspection and Replacement....36
DCA/AS350/111A Cancelled – DCA/AS350/115 refers....37
DCA/AS350/112 Emergency Flotation Gear – Inspection, Placard and Replacement....37
DCA/AS350/113 Cancelled – DCA/AS350/116 refers....38
DCA/AS350/114 Fin Attach Fittings – Inspection, Modification & Replacement....38
DCA/AS350/115B Collective Lever Lock – Inspection and Rework....39
DCA/AS350/116 Starter Generator Damping Assembly – Adjustment and Marking....40
DCA/AS350/117 Cancelled – EASA AD 2013-0061 refers....41
DCA/AS350/118 Cancelled – EASA AD 2010-0006 refers....41
DCA/AS350/119 Cancelled – DCA/AS350/120 refers....41
DCA/AS350/120 Tail Gearbox Control Lever – Inspection, Rework and Replacement....41
DCA/AS350/121 Hydraulic Servo Hoses – Inspection and Rework....42
DCA/AS350/122 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022....42
DCA/AS350/123 Tail Gearbox Casing Assembly – Inspection and Replacement....42
DCA/AS350/124 Cancelled – EASA AD 2011-0164R1 refers....43

DCA/AS350/125 Cancelled – EASA AD 2013-0281 refers 43
DCA/AS350/126 Cancelled – EASA AD 2012-0252 refers 43
DCA/AS350/127 Fire Detection System – Modification 43
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. 43
2012-0205 Sliding Door Lower Ball-joint – Modification 44
2012-0207-E Cancelled – EASA AD 2012-0217-E refers 44
2012-0217-E Cancelled – EASA AD 2013-0029 refers 44
2012-0252 Cancelled – EASA AD 2017-0035 refers 44
2012-0257-E Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled 44
2013-0029 Tail Rotor Laminated Half Bearings – Inspection 44
2013-0044-E Cancelled – EASA AD 2013-0284-E refers 44
2013-0061 Cancelled – EASA AD 2013-0191-E refers 44
2013-0088 Cancelled – EASA AD 2015-0132 refers 44
2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection and Replacement 44
2013-0133-CN Cancelled – Purpose fulfilled 44
2013-0191-E Cancelled – EASA AD 2017-0052 refers 45
2010-0006 Cancelled by EASA on 3 September 2021 45
2013-0281R1 Position Strobe Light – Inspection 45
2013-0284R1 Cancelled – EASA AD 2014-0233 refers 45
2013-0287 Cancelled – EASA AD 2021-0195 Refers 45
2014-0076R3 Cancelled – EASA AD 2022-0051 refers 45
2014-0132R1 Rotating Star Swashplate – Inspection 45
2014-0233 Hydraulic Pump Bearing - Inspection 45
Transport Canada AD CF-2015-10 STC SR00825NY-D - Hydraulic Test Switch Replacement 45
2015-0094 Cancelled by EASA on 3 September 2021 45
DGAC AD 1991-165-058R1 Electric Hoist Bonding – Inspection 46
2015-0132 Cancelled – EASA AD 2021-0194 Refers 46
2015-0178 Normal Procedures – AFM Amendment 46
2015-0195 Tail Rotor Drive Shaft Bearings – Inspection 46
DCA/AS350/128C Forward Two-place Seat - Operating Limitations 46
2016-0020 Main Gearbox Casings – Inspection 49
2016-0021 Main Gearbox Bottom Casing – Inspection 49
2016-0220 Dual Hydraulic System – Inspection 49
2016-0260 Main Rotor NR Indicator – Inspection 49
2017-0020R1 Tail Rotor Pitch Rod – Inspection 49
2011-0164R3 Tail Rotor Control Stop Screws – Inspection 49
2017-0032 Cancelled by EASA on 11 August 2021 50
2017-0035 Twist Grip Assembly – Inspection 50
2017-0052 Cancelled – EASA AD 2017-0059 refers 50
2017-0059 Cancelled – EASA AD 2023-0133 refers 50
2017-0089R1 Main Rotor Mast Upper Bearing - Inspection 50
2017-0109 (Correction) Starter Generator and Brushes - Inspection 50
2017-0114 Cancelled - EASA AD 2020-0186 refers 50
2017-0143 Direct Current (Optional) Second Battery – Replacement 50
Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement 50
DCA/AS350/129A Cargo Swing Modification OAL114 – Inspection 51
2018-0152 Cancelled – EASA AD 2022-0128 refers 51
2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection 51
FAA AD 2018-18-12 Cancelled – FAA AD 2019-16-16 refers 51
FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection 51
2018-0287 Cancelled – EASA AD 2019-0060 refers 51
DCA/AS350/130 HETS STC 11/21E/34 – Removal from Service 52

Transport Canada CF-2019-01 Helicopter External Transport System (HETS) STC SH98-35 52
2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection 52
DGAC AD 2001-557-086R3 Starflex Star – Inspection 52
2019-0184 Main Rotor Servo Actuators – Inspection 53
FAA AD 2019-16-16 Inlet Barrier Filter – Inspection 53
2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection 53
2019-0228 Electric Hoist Installation – Inspection 53
2019-0280 Spherical Bearing – Inspection 53
FAA AD 2020-02-23 Emergency Float System STC SR00470LA – Inspection 53
DCA/AS350/131 Dual Front Seat Modification MB 25.20.05 - Inspection 53
2020-0064 Emergency Flotation System – Inspection 54
2020-0175 Cancelled by EASA on 13 September 2021 54
2020-0186 Cancelled – EASA AD 2021-0099 refers 54
2020-0217-E Cancelled – EASA AD 2021-0023 refers 54
2020-0224R1 Tail Rotor Blades – Inspection 54
2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification 54
2021-0048 Cancelled – EASA AD 2023-0064 refers 55
2021-0099 Cancelled – EASA AD 2023-0075 refers 55
2021-0123-E Tail Rotor Load Compensator – Inspection 55
2021-0168 Cancelled – EASA AD 2024-0018 refers 55
2021-0194R1 Cancelled – EASA AD 2024-0133 refers 55
2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment 55
2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection 55
2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection 55
2022-0077-E Flight Control Flexball Cables - Replacement 55
2022-0128 Main Gearbox Bracket Bolts - Inspection 55
2022-0246 Main Rotor Blades - Inspection 55
2023-0044 Main Gearbox Planet Gear - Inspection 56
2023-0064 Main Rotor Pitch Rod Upper Links - Inspection 56
2023-0075 Cancelled – EASA AD 2023-0089 refers 56
2023-0089 Cancelled – EASA AD 2024-0139 refers 56
2023-0107 (Correction) Cargo Swing Frame - Inspection 56
2023-0127 Main Gearbox Engine Coupling - Inspection 56
2023-0131 Sliding Doors - Inspection 56
2023-0133 Cancelled – EASA AD 2023-0187 refers 56
2023-0187R1 Microswitches - Inspection 56
2024-0018 Indicating / Recording Systems Control Unit – Inspection 57
2024-0133R1 Cancelled – EASA AD 2026-0102 refers 57
* 2024-0139 Cancelled EASA AD 2026-0202 refers 57
2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection 57
2025-0036 Cargo Hook Assembly – Inspection 57
2025-0137 Cancelled – EASA AD 2026-0101 refers 57
* 2025-0159R1 Sliding Door Placards and Markings - Installation 57
2025-0263 (Correction) Single Generation Hydraulic System Wiring Diode – Cut-off Test 57
2026-0021 MGB to Fuselage Mounts and Attachment - Inspection 57
* 2026-0052R2 Fuse Cover Attachment of Circuit Breaker Panel - Modification 57
2026-0089 Starter Generator Limitation Label - Installation 58
2026-0101 Airworthiness Limitations Section - Amendment 58
2026-0102 Airworthiness Limitations Section - Amendment 58
2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection 58
2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection 58
2026-0146 Mechanical Dropping Control - Inspection 58
* 2026-0202 Vertical Fin – Inspection / Modification 58

DCA/AS350/1 Tail Rotor Swivel Joint - Inspection

Applicability: All Model AS350 not incorporating mods. AMS 350A.07.6513 and AMS 350A.07.8515.

Requirement: Inspect per Aerospatiale SB 05.01.
(DGAC AD 1978-193-001 refers)

Compliance: At intervals not exceeding 50 hours TIS.

Effective Date: 17 August 1979

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

Applicability: All Model AS350 not incorporating mods. AMS 350A.07.6510 or AMS 350A.07.6512 and AMS 350A.07.5524.

Requirement: Inspect per Aerospatiale SB 05.02 paras 1C.1(A) and 1C.1(B).
(DGAC AD 1978-193-001 refers)

Compliance: Para 1C.1(A) - Prior to every flight.
Para 1C.1(B) - At intervals not exceeding 10 hours TIS.

Effective Date: 17 August 1979

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

Applicability: All Model AS350 not incorporating mod. AMS 350A.07.8517.

Requirement: Embody replacement screws per Aerospatiale SB 65.07.
(DGAC AD F-1979-012-004 refers)

Compliance: Within the next 50 hours TIS

Effective Date: 17 August 1979

DCA/AS350/4 Flying Controls - Modification

Applicability: All Model AS350 not incorporating mod. AMS 350A.07.0452.

Requirement: Embody control rod P/N 704A.34.113 per Aerospatiale SB 67.01.
(DGAC AD 1979-013-005 refers)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 17 August 1979

DCA/AS350/5 Main Rotor Dampers - Inspection

Applicability: All Model AS350 not incorporating mod. AMS 350.07.6063.

Requirement: Inspect per Aerospatiale SB 05.03.
(DGAC AD 1979-104-006 refers)

Compliance: At intervals not exceeding 25 hours TIS.

Effective Date: 17 August 1979

DCA/AS350/6 Baggage Door - Inspection

Applicability: All Model AS350.

Requirement: Inspect L.H. baggage door for correct latching per Aerospatiale SB 52.04.

Deficient installations shall be corrected before further flight.
(DGAC AD 1979-133-007 refers)

Compliance: By 8 August 1979

Effective Date: 31 July 1979

DCA/AS350/7 Tail Rotor Gear Box - Modification

Applicability: All Model AS350 not incorporating mod. AMS 07.8519.

Requirement: Modify per Aerospatiale SB 65.08.

(DGAC AD 1979-174-009 refers)

Compliance: By 31 October 1979

Effective Date: 28 September 1979

DCA/AS350/8 Tail Rotor Hub - Modification

Applicability: All Model AS350

Requirement: Modify per Aerospatiale SB 65.13.

(DGAC AD 1979-217-011 refers)

Compliance: By 31 January 1980

Effective Date: 21 December 1979

DCA/AS350/9A Engine Condition Monitoring System - Modification

Applicability: All Model AS350B not incorporating mods. AMS 07.0615 and 07.0804.

Requirement: Embody modifications AMS 07.0615 and 07.0804 per Aerospatiale SB 77.02 issue 2.

(DGAC AD 1980-165-014 refers)

Compliance: Mod. 07.0615 - By 31 March 1980

Mod. 07.0804 - By 31 March 1981

Effective Date: DCA/AS350/9 - 22 February 1980
DCA/AS350/9A - 21 November 1981

DCA/AS350/10 Main Gear Box Temperature Probe - Inspection and Modification

Applicability: All Model AS350 not incorporating mod. AMS 350A.07.0733.

Requirement: Inspect and modify per Aerospatiale SB 65.18. Probe installations found defective shall be modified before further flight.

(DGAC AD F-1980-104-013 refers)

Compliance: Inspection - Prior to next flight unless already accomplished.

Modification - not later that next 300 hour inspection.

Effective Date: 6 June 1980

DCA/AS350/11A Main Rotor Head Assembly - Inspection

Applicability: All Model AS350

Requirement: Check starflex attachment bolt torque, inspect and/or renew bolts as necessary, per Aerospatiale SB 05.04 Rev.1.

(DGAC AD 1980-184-015R1 refers).

Compliance: At 600 hours TTIS and thereafter at intervals not exceeding 400 hours TIS.

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

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

DCA/AS350/12 Main Rotor Drive - Inspection

Applicability: All Model AS350 with bevel gear module P/N 350A32.0300.00, .01 or .02.

Requirement: Inspect per Aerospatiale telex service bulletin 05.05. Modules with indications of excessive wear must be removed from service before further flight.

Compliance: At 600 hours TTIS and thereafter at intervals not exceeding 150 hours TIS. Modules with 580 hours or more TIS, shall be initially inspected within next 20 hours TIS unless already accomplished.

Effective Date: 9 January 1981.

DCA/AS350/13 Main Gear Box Oil - Inspection

Applicability: All Model AS350 with spiro conical modules not incorporating mods. 07.7027 or 07.7042.

Requirement: Accomplish spectrometric oil analysis per Aerospatiale telex SB 05.06. Modules with indication of excessive wear must be removed from service before further flight. (DGAC AD F-1981-094-018 refers)

Compliance: At 300 hours TTIS and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 3 April 1981

DCA/AS350/14 Cargo-Swing Installation - Modification

Applicability: All Model AS350 with cargo-swing installation.

Requirement: Modify per Aerospatiale SB 25.19.
(DGAC AD 1981-067-016 refers).

Compliance: Prior to next use of cargo-swing installation.

Effective Date: 12 June 1981.

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

Applicability: All Model AS350.

Requirement: Inspect attachment bolts per Aerospatiale SB 01.06 and renew as necessary before further flight.
(DGAC AD 1981-084-017 refers)

Compliance: At next 300 hour inspection.

Effective Date: 12 June 1981.

DCA/AS350/16 Tail Rotor Installation - Inspection

Applicability: All Model AS350

Requirement: Accomplish dye penetrant and visual inspections per Aerospatiale telex SB 01.07A.

Compliance: Dye penetrant inspection - within next 10 hours TIS.
Visual inspection - following last flight on each day aircraft is operated.

Effective Date: 13 June 1981

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

Applicability: All Model AS350

Requirement: Retire tail rotor pitch change horn assemblies P/N 350A12.1368.01 and 350A12.1368.02 from service.
(DGAC AD 1981-184-020 refers)

Compliance: P/N 350A12.1368.01 - at 450 hours TTIS.
P/N 350A12.1368.02 - at 1250 hours TTIS.

Effective Date: DCA/AS350/17 - 6 July 1981
DCA/AS350/17A - 11 December 1981

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

Applicability: All Model AS350 not incorporating mod. 07.1047.

Requirement: 1. Inspect per Aerospatiale telex SB 05.07 and SB 05.09.

2. Modify per Aerospatiale SB 55.02 Rev.1.

(DGAC AD F-1982-098-026 refers)

Compliance: 1. Inspections - At intervals not exceeding 10 hours TIS until modified per Aerospatiale SB's 55.02 Rev.1 and 55.03 respectively.

2. Modification - within next 100 hours TIS.

Effective Date: DCA/AS350/18A - 12 February 1982
DCA/AS350/18B - 27 August 1982

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

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

Applicability: All Model AS350 with tail rotor blades, P/N 350.12.0020 all dash numbers, 350.12.0030.00 all dash numbers and 350A.08.1011.00.

Requirement: Inspect tail rotor blades for bonding separation of leading edge stainless steel protection strips per Aerospatiale work card AS350.65.20.601.

(DGAC AD 1982-024-024 refers).

Compliance: 1. Blades with 100 hours or less TTIS or since overhaul - at intervals not exceeding 10 hours TIS until accumulation of 100 hours TIS and thereafter per Aerospatiale M.S.R. AS350 CH5.24 P.2 latest issue.

2. Blades which have exceeded 100 hours TTIS or since overhaul - within next 10 hours TIS, and thereafter per Aerospatiale M.S.R. AS350 CH5.24 P.2 latest issue.

Effective Date: 30 April 1982

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

Effective Date: 28 August 1998

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

Applicability: All Model AS350 with bevel reduction gear assemblies P/N 350A32.0300.00.01 and .02 not incorporating mods. AMS 07.7082, AMS 07.7083 or AMS 07.7098.

Requirement: Visually inspect per Aerospatiale SB 05.10 para 1C(1) and check screw torques per para 1C(2).

Correct defective screw installations before further flight.

(DGAC AD 1985-068-038 refers).

Compliance: Visual inspection - at intervals not exceeding 50 hours TIS until screw torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.

Torque check - Within next 300 hours TIS unless already accomplished.

Effective Date: DCA/AS350/22 - 11 February 1983
DCA/AS350/22A - 2 August 1985

DCA/AS350/23F Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

DCA/AS350/24 Main Gear Box Oil Filter - Inspection

Applicability: All model AS350 fitted with 'TEDECO' magnetic plug P/N B4439 per mod 350A.07.0720 (AS 350 SB 65-20).

Requirement: Inspect oil filter per Aerospatiale SB 05.12.
(DGAC AD 82-175-29 refers).

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 11 February 1983.

DCA/AS350/25B Main Rotor Shaft - Inspection

Applicability: All Model AS350 with rotor shaft P/N 350A37.1076.00 to .06.

Requirement: Inspect per Aerospatiale SB 05.13 Rev.2. Renew defective part before further flight.
(DGAC AD 1983-173-036 refers)

Compliance: 1. At 300 hours TTIS or within next 50 hours TIS, whichever is the later and thereafter at intervals not exceeding 300 hours TIS.

2. Before further flight following severe rotor tracking abnormalities.

Effective Date: DCA/AS350/25A - 2 March 1984
DCA/AS350/25B - 2 May 1986

DCA/AS350/26 Emergency Flotation System - Modification

Applicability: All Model AS350B, C and D-1 with air cruiser flotation system installed per STC SH4032SW or SH2825SW.

Requirement: Modify floation system per FAA AD 83-11-01 R1.
(FAA AD 83-11-01R1 refers)

Compliance: Prior to next overwater flight, unless already accomplished.

Effective Date: 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

Applicability: Model AS350B and AS350D S/Ns 1 through 1808, 1813 through 1826 except 1818 and 1822

Requirement: Modify fuel filter drain in accordance with SB 28.06.

(DGAC 1985-066-039 refers)

Compliance: Before 1 September 1985

Effective Date: 2 August 1985.

DCA/AS350/28 Oil and Fuel Filters - Inspection

Applicability: All Model AS350

Requirement: 1. Inspect main gear box filter and fuel filter cartridges for correct installation per Aerospatiale Telex SB No. 01.14 including amendment 01.14A.

2. When installing replacement `LEBOZEC' and `GAUTHIER' filters ensure that:

Fuel filter P/N 432 B12.30 filter cartridge is marked `FUEL'

Oil filter P/N 434 B12.11 filter cartridge is marked `OIL'.

(DGAC AD 1985-135-042 refers)

Compliance: 1. Inspection - Within next 5 hours TIS unless already accomplished

2. Filter check - Prior to installation

Effective Date: 28 February 1986

DCA/AS350/29 Raised Skid Landing Gear - Modification

Applicability: All Model AS350 with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755

Requirement: To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.06A

(DGAC AD 1986-030-043 refers)

Compliance: By 31 May 1986, or prior to flotation gear installation.

Effective Date: 2 May 1986

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

Applicability: All Model AS350B and AS350D with roving sleeve upper and lower beams P/N 350A31.1830.00 and .01; 350A31.1831.00, .04, .05, .06 and .07

Requirement: 1. Remove affected beams from service per Aerospatiale telex SB 01.16 para BB at 4000 hours TTIS. Beams with 3900 hours or more TIS must be removed within next 100 hours TIS.

2. In the event of sudden or repeated occurrence or severe rotor tracking problems inspect per telex SB 01.16 para CC before further flight. If sleeve bush separation found remove beam from service before further flight.

(DGAC AD 1986-057-044 refers)

Effective Date: 1 August 1986

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

Applicability: All Model AS350B and AS350D without modification 07.1671 embodied.

Note: This AD is no longer applicable once modification 07.1671 is embodied and supersedes DCA/AS350/19C.

Requirement: To prevent leaks at the fuel system filter and drain valve, accomplish the following:

1. Pull the drain valve to ensure it is correctly seated. Switch the fuel pump on and confirm that the drain valve does not leak. If any leak is detected repair as required, before further flight.

2. Embody modification 07.1671 per the instructions in Aerospatiale SB 28.07.
(DGAC ADs 1986-077-046(B)R2 and 1986-070-045(B) refers)

Compliance: 1. Check the drain valve whenever the filter drain is operated until requirement 2 of this AD is accomplished.
2. By 30 November 2007, unless aready accomplished.

Effective Date: DCA/AS250/31 - 1 August 1986
DCA/AS350/31A - 30 August 2007

DCA/AS350/32 Fuel Filter - Inspection

Applicability: All Model AS350 with LEBOZEC and GAUTHIER fuel filter P/N 432B12.3, .3C or P/N 350A52-1070.00 (post mod. 07.1671)

Requirement: To prevent leaks at fuel system filter, check that filter bowl is correctly tightened per instruction given on M.E.T. work card 28.00.00.302 page 3 rev.5A dated 86.21 and subsequent revisions.
(DGAC AD 1986-097-047 and Aerospatiale telex SB 28.08 refer)

Compliance: Within 50 hours TIS and thereafter whenever filter bowl is disturbed for any other reason.

Effective Date: 1 August 1986

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

Applicability: All model AS350 B, B1, C, D and D1 aircraft.

Note: The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.17A can be obtained from the Eurocopter T.I.P.I. web site under AS 350 ASB 01.00.17

Requirement: To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:

1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.17A or later approved revisions. Rework or renew defective parts before further flight.
2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.17A. Rework or renew defective parts before further flight.
(BV AD 1986-125-48R1 refers)

Compliance: 1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).
2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.

Effective Date: DCA/AS350/33C - 16 January 1998
DCA/AS350/33D - 25 September 1998
DCA/AS350/33E - 30 September 2010

DCA/AS350/34 Sliding Doors - Modification

Applicability: All Model AS350 with LH and/or RH sliding doors.

Requirement: To preclude the possibility of door loss in flight, modify per Aerospatiale SB 52.18. (DGAC AD 1987-088-049 refers)

Compliance: By 31 May 1988

Effective Date: 18 March 1988

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

Applicability: All Model AS350 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.

Requirement: To preclude possible failure of servo control assembly bolts, inspect per Aerospatiale SB 01.21 and renew bolts as prescribed.
(DGAC AD 1988-184-052 refers)

Compliance: Within next 50 hours TIS or by 31 May 1989 whichever is the sooner.

Effective Date: 10 March 1989

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

Applicability: All Model AS350B, B1, B2 and D with swash plates fitted with bearings P/Ns VH 36132 (704A33.651.051), Y 51BB 10843 SIM 73 (704A33.651.080), INA 36132 A (704A33.651.126).

Requirement: To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.12R2. Renew defective parts before further flight.
(DGAC AD 1989-155-054R4 refers)

Compliance: 1. Within next 10 hours TIS (T.I.S.), unless already accomplished, and thereafter relubricate per SB 62.12R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.

2. Check per SB 62.12R2 para 1.C-g following last flight on each day aircraft is operated.

Effective Date: DCA/AS350/36A - 2 March 1990
DCA/AS350/36B - 29 November 1991

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

Effective Date: 27 August 2009

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

Applicability: All Model AS350B, B1, B2 and D.

Requirement: To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-

1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-33. If a crack is found replace the TGB per the SB before further flight.

2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-33. Rectify if necessary as prescribed by the SB, before further flight.
(DGAC AD 1991-137-059 refers)

Compliance: 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.

2. Within next 50 hours TIS.

Effective Date: 4 July 1991

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

Applicability: Model AS350 Series fitted with the JOLLIET ELT system

Requirement: To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 350 SB 25.45. (DGAC AD 1992-144-061 refers)

Compliance: Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.

Effective Date: 30 October 1992

DCA/AS350/40 Hydraulic Reservoir - Modification

Applicability: All Model AS350B, BA, B1, B2 and D fitted with hydraulic reservoir P/N 350A75-1030-00.

Requirement: To decontaminate the hydraulic system and prevent water entering the hydraulic reservoir, modify and flush the system per paragraph 2B1 or 2B2 of Eurocopter SB 01.36.
(DGAC AD 1992-145-062 refers)

Compliance: For aircraft operating in temperatures of -10° C or less, within next 100 hours TIS or 3 months whichever is the sooner. For all other aircraft, within next 400 hours TIS.

Effective Date: 30 October 1992

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

Applicability: All Model AS350B, BA, D, B1, B2 and L1 with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.

Requirement: To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.21 R1. Renew defective parts per SB 62.21 R1.
(DGAC AD 1992-179-064R1 refers)

Compliance: Within next 50 hours TIS.

Effective Date: DCA/AS350/41 - 27 November 1992
DCA/AS350/41A - 11 June 1993

DCA/AS350/42 Engine Fire Detection System - Modification

Applicability: Model AS350B1 and B2

Requirement: To ensure correct operation of the engine bay fire detection system, modify per Eurocopter SB 26-01.
(DGAC AD 1992-159-063R2 refers)

Compliance: By 31 May 1993

Effective Date: 19 March 1993

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

Applicability: Model AS350B, BA, B1, B2 and D fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.

Requirement: As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-41, paragraphs DD (A) or (B) as appropriate and EE.
(DGAC AD 1993-030-065 refers)

Compliance: 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.

2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.

Effective Date: 27 March 1993

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

Applicability: All Model AS350B, BA, B1, B2, D and L1 fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.

Requirement: To prevent window separation in flight accomplish the following:-

1. Inspect per Eurocopter SB 05.25 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.25 R1 before further flight.

2. Modify (Repair) per paragraph 1C2 of SB 05.25 R1.

(DGAC AD 1993-090-067R1 refers)

Compliance: 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.25 R1. After modification, inspect at intervals not to exceed 100 hours TIS.

2. Modify within next 100 hours TIS.

Effective Date: DCA/AS350/44 - 3 September 1993
DCA/AS350/44A - 18 March 1994

DCA/AS350/45 MGB Oil Pressure Switch - Removal

Applicability: Model AS350B, BA, B1, B2, D and L1, fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).

Requirement: Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.43.

(DGAC AD 1994-087-068 refers)

Compliance: By 1 August 1994

Effective Date: 8 July 1994

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

Applicability Model AS 350B, BA, B1, B2 and D, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.

Requirement: To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-42. Replace any rods found not safetied per SB 01-42 before further flight.

(DGAC AD 1994-180-069 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 23 December 1994

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

Applicability Model AS350B, BA, B1, B2, D and L1, fitted with a “TIMKEN” main rotor shaft P/N 350A37-0003 (all dash numbers), that has logged less than 100 operating hours since new or overhaul.

Requirement: To ensure correct lubrication of the shaft bearing, accomplish the inspection per Eurocopter France AS 350 Telex Service No 01-44. Replace any assembly that does not comply with Telex Service No 01-44, before further flight.

(DGAC AD 1994-279-070R1 refers)

Compliance: Before further flight.

Effective Date: 9 March 1995

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

Applicability: Model AS 350B, BA, B1, B2 and D fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.

Requirement: To prevent failure of the suspension cross beam, accomplish the following:-

1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:

1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.28 and rectify defects if necessary as detailed.

1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.28.

2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.28 accomplish the following:

2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.28 and rectify any defects found as detailed.

2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.28.

Note: If there is no record of the number of the flying hours logged or of the number of cycles completed:
If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.

3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.28.
(DGAC AD 1996-156-071R1 refers)

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

Effective Date: 29 August 1997

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

Applicability: Model AS 350B, BA, BB, B1, B2 and D fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.

Requirement: To prevent failure of the tail boom attachment screws, accomplish the following:-

Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter “M” on their head above the designation “BC” per paragraph 2.B.1 of Eurocopter Alert Service Bulletin No. 01.00.46. Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.46.
(DGAC AD 1997-147-072R1 refers)

Compliance: Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.

Effective Date: 29 August 1997

DCA/AS350/50 Cancelled – EASA AD 2015-0195 refers

Effective Date: 7 October 2015

DCA/AS350/51 Single Pole Circuit Breakers – Inspection and Removal

Applicability: AS 350 helicopters, versions: B, BA, BB, B1, B2, B3 and D equipped with single-pole CROUZET circuit breakers, P/Ns:

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

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

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

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.

- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

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

1. Inspect the circuit breakers and replace if necessary per Eurocopter SB 01.00.47.

2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD 1998-511-074 refers)

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

2. Replace by 1 January 2000.

Effective Date: 12 March 1999

DCA/AS350/52B Tail Rotor Hub Pitch Change Plate Bearings - Inspection

Applicability: AS 350 helicopters, versions: B, BA, BB, B1, B2, B3 and D fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 or 350A33-2009-00, -01 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 350 SB 65.00.38 R1)

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

1. Check the rotation torque of the bearing per paragraph 2.B 1) of Eurocopter AS350 ASB 05.00.29.

2. Inspect for axial play, friction point and brinelling per paragraph 2.B 2) of Eurocopter AS350 ASB 05.00.29.

3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1) b) and 2.B 2) of Eurocopter AS350 ASB 05.00.29.

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

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

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

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

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

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

DCA/AS350/53 NR Indicator Lighting - Modification

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

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

Compliance: By 24 May 2000

Effective Date: 24 February 2000

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

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

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

1. Mark the position of the spacer and the tail rotor pitch change rotating plate, per paragraph 2.B.1. of Eurocopter AS 350 ASB 05.00.33 R1 or later revision.

2. Inspect the paint index marks on the tail rotor pitch change rotating plate and on the spacer for alignment, per paragraph 2.B.2. of ASB 05.00.33. If the paint index marks are not aligned, accomplish paragraph 2.B.4. per ASB 05.00.33 within the next 25 hours TIS.

3. Embody MOD 07 6554 per paragraph 2.B.3. of ASB 05.00.33.
(DGAC F-2000-222-079R1 refers)

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

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

Note 3: The inspection detailed in requirement 2 may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Compliance: 1. Within next 10 hours TIS, unless previously accomplished.
2. After the last flight of the day.
3. Within 400 hours TIS after 15 June 2000.

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

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

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

Requirement: Fireproof the engine oil tank breather pipe, by fitting a heat-resistant silicone sheath per paragraph 2 of Eurocopter AS 350 SB 79.00.11 Rev 1.

(DGAC AD 2000-268-078 refers)

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

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

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

(DGAC AD 2000-302 refers)

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

Effective Date: 27 July 2000

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

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

AS 350B3 helicopters equipped with forward fairing P/N 350A23.1075.00 post Mod 073097.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Replacement Fairing P/N 350A23.0032.09

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

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

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

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

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

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

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

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

Compliance: (a) AS 350 B3 version:

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

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

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

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

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

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

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

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

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

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

(c) Transfer of bearings between AS 350 versions:

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

Effective Date: 15 March 2001

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

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

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

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

Determine if the resistor R8 is installed on the ASU No 2-circuit board, per paragraph 2.B of Eurocopter SB 77.00.07. If the resistor is not fitted, replace the circuit board with a serviceable item.
(DGAC 2001-319-083 refers)

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

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

Effective Date: 27 June 2019

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

Effective Date: 30 October 2003

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

Applicability: Model AS350 B, BA, B1, B2, B3, BB and D aircraft fitted with all types and all P/N tail servo controls except those aircraft embodied with modification 073139 or those aircraft embodied with Eurocopter AS350 SB No. 67.00.22.

Note: DCA/AS350/63B revised to clarify the AD requirement when no play is detected and the lockwasher is found correctly installed in the tail servo control coupling with no change to the AD requirement. The repetitive inspection interval revised to 500 hours TIS. A repetitive inspection per DCA/AS350/63B may be deferred for a period of not more than 10% of the AD inspection interval to allow the inspection to be carried out during other scheduled maintenance (CAA Rule Part 39.55 refers).

Requirement: To prevent the progressive reduction of the servo yaw control range which could cause loss of servo control power assistance, inspect the eye end fitting to servo control coupling locking, per the instructions in paragraph 2.A. of Eurocopter AS350 Alert Service Bulletin (ASB) No. 05.00.37 revision 1 or later approved revisions.

If no play is found and the lockwasher is correctly installed, then the aircraft may be returned to service. If any play is detected and/or the lockwasher is not correctly installed, accomplish the corrective actions per paragraph 2.B. of ASB No. 05.00.37 before further flight.
(DGAC AD F-2001-580-085R2 refers)

Compliance: At 500 hours TTIS or within the next 50 hours TIS whichever occurs later, unless previously accomplished within the last 500 hours TIS, and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: DCA/AS350/63A - 28 June 2007
DCA/AS350/63B - 30 August 2012

DCA/AS350/64 Engine Control Switch – Inspection

Applicability: AS 350 B3 delivered before 15 October 2001 and equipped with engine control switching unit P/N 200192.

Requirement: To prevent ingress of water, which may freeze, and jam the engine control switching unit preventing manual engine governing, inspect the unit for watertightness per Eurocopter AS 350 ASB 76.00.16. If water is discovered comply with paragraphs 2.B.2a and S.B.3 of the ASB. If no water is discovered apply sealing procedure as described in paragraph 2.B.3 of the ASB.
(DGAC 2001-548-084 refers)

Compliance: Within the next 100 hours TIS or before next flight into freezing conditions whichever occurs first.

Effective Date: 20 December 2001

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

Applicability: Model AS 350B helicopters with S/N less than 1525.

Requirement: To prevent accidental or uncommanded cut-off of the hydraulic system, modify the electrical connection to hydraulic cut-off push button on the pilot’s collective lever, per Aerospatiale SB 29.01. This SB is not included in the current publication list, but is available from Eurocopter International Pacific, NZ Ltd.

Note: If the hydraulic cut-off push button switch shows any signs of wear, it is recommended that the switch be renewed while accomplishing this modification.

Compliance: By 31 August 2002

Effective Date: 28 February 2002

DCA/AS350/66 Cancelled - DCA/AS350/94 refers

Effective Date: 16 August 2006

DCA/AS350/67 HSI - Inspection

Applicability: AS 350 B, BA, B1, B2, B3, BB and D equipped with HSI KI 525A.

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

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

(DGAC AD 2002-281-091 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first.

Effective Date: 27 June 2002

DCA/AS350/68 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement

Applicability: AS 350 B3 helicopters equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002.

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 350 Alert Telex No. 67.00.23.

(DGAC AD 2002-314-069 refers)

Compliance:

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

Effective Date: 27 June 2002

DCA/AS350/69 Eurocopter Canada Collective Lock - Replacement

Applicability: Model AS350BA and B2 helicopters, modified with a Eurocopter Canada Limited (ECL) Left-Side Pilot Configuration kit in accordance with Canadian STC SH96-32 or United States STC SR00429 NY.

Requirement: To prevent inadvertent engagement of the collective control locking device, and subsequent loss of control of the helicopter, accomplish the following:

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

(FAA AD 2002-04-07 refers)

Compliance: Within 50 hours TIS or by 31 July 2002, whichever occurs first.

Effective Date: 27 June 2002

DCA/AS350/70 Cancelled – EASA AD 2019-0228 refers

Effective Date: 26 September 2019

DCA/AS350/71 Cyclic Friction Cup - Inspection

Applicability: AS 350 helicopter versions B, BA, B1, B2, B3, BB and D, modified per MOD 070682 (AS 350 SB No. 67.09), and before embodiment of MOD 073179.

Requirement: To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions described in EUROCOPTER AS 350 Alert Telex (AT) No. 67.00.24 R1. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.

(DGAC AD 2003-002 refers)

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

Effective Date: 30 January 2003

DCA/AS350/72 Dynamic Components – Life Correction

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.

Requirement: To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance center (D.E.R.H) listed in Alert Telex 62.00.25, accomplish the following:

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

   (DGAC AD 2002-452R1 refers)

Compliance:
1. Within 10 Hours TIS
2. Within 50 Hours TIS

Effective Date: 29 May 2003

DCA/AS350/73A Battery Lug - Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D, pre-MOD 073226

Requirement: To prevent a short circuit which may cause a complete loss of electrical power, inspect the battery lug in accordance with Eurocopter AS 350 ASB 24.00.10.

(DGAC AD 2003-260R1refers)

Compliance: Within 50 hours or by 31 August 2003, whichever occurs first.

Effective Date: 31 July 2003

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

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

A.	P/N	S/N
	SC5083: SC5084	1500 through 1515. 722 through 726.

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

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

(DGAC AD F-2003-099 refers)

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

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

Effective Date: 30 October 2003

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

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

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

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

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

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

DCA/AS350/76 Collective Lever Lock – Inspection

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

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

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

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

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

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

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

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

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.43.

b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.

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

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

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

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

(DGAC AD F-2004-035 refers)

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

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

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

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

(DGAC AD F-2005-042 refers)

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

Effective Date: 22 April 2004

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

Effective Date: 12 December 2008

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

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

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

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

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

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.05.

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

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

Effective Date: 28 April 2005

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

Effective Date: 28 September 2006

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

Effective Date: 29 September 2005

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

Effective Date: 28 September 2006

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

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

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

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 350 Alert Service Bulletin AS355 No. 25.00.73.

2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.73.

3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.73.
(DGAC AD F-2002-027-088R1 refers)

Compliance: 1. Before the next hoisting mission and on each installation of a hoist in the helicopter.

2. Every 50 hoisting cycles or 3 months, whichever occurs first.

3. Every day that the hoist is to be used.

Effective Date: 1 December 2005

DCA/AS350/88 Cancelled – DCA/AS350/91 refers

Effective Date: 1 June 2006

DCA/AS350/89 Main Servo Controls – Inspection and Replacement

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

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

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

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

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

Compliance: 1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.

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

2.b) Before further flight.

Effective Date: 7 March 2006

DCA/AS350/90 Cancelled – DCA/AS350/109 refers

Effective Date: 28 August 2008

DCA/AS350/91 Cancelled – DCA/AS350/109 refers

Effective Date: 28 August 2008

DCA/AS350/92 Cancelled – DCA/AS350/126 refers

Effective Date: 26 January 2012

DCA/AS350/93 Twist Grip Solenoid – Inspection, Operation and Replacement

Applicability: All AS 350 B3 aircraft with twist grips MOD 073084 embodied and solenoid MOD 073222 not embodied.

Note: This AD is not applicable to aircraft fitted with the Arriel 2B1 engines and with modification 073261 embodied.

Requirement: To prevent twist grip seizure and loss of the emergency governing function due to prolonged use of the emergency governing function, causing overheating of the solenoid and seizure of the twist grip locking pin, accomplish the following:

1. Inspect the solenoid, per the instructions in paragraph 2.B.1 of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.44.

2. Operate the aircraft per paragraph 2.B.3 of ASB No. 05.00.44 when carrying out governor failure training or in the event of actual governor failure.

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

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

(EASA AD 2006-0183-E refers)

Compliance: 1. Before the first flight of the day, until the embodiment of Mod 07322 is accomplished.

2. With effect from 11 July 2006, until embodiment of Mod 07322 is accomplished.

Effective Date: 11 July 2006

DCA/AS350/94 Cancelled – DCA/AS350/103 refers

Effective Date: 18 May 2007

DCA/AS350/95 Cancelled - DCA/EMY/27 refers

Effective Date: 30 November 2006

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 27 September 2007

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

Effective Date: 4 June 2026

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

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

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

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

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

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

(EASA AD 2006-0363-E refers)

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

Compliance: Before further flight.

Effective Date: 7 December 2006

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

Applicability: Model AS 350 aircraft, all S/N

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

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

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

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

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

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.

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

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

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

Effective Date: 31 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0039 refers)

Compliance: 1. After the last flight of the day without exceeding 10 flight hours between each check.

2. By 5 April 2009, unless previously accomplished.

3. From 5 March 2009.

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

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0139-E refers)

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

2. By 18 May 2008.

Effective Date: 18 May 2007

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

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

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

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

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

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

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

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

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

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

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

Compliance: 1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.

2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0236 refers)

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

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS350/107 Collective Lever Recess - Modification

Applicability: Model AS 350 B, AS 350 B1 and AS 350 D aircraft not embodied with MOD 071995.

Requirement: To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.16 revision 2.

2. Covers P/N 350A27-1385-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

Compliance: 1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.

2. From 29 November 2007.

Effective Date: 29 November 2007

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

Applicability: Model AS 350 B, BA, BB, B1, B2, B3 and D models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 350 Service Bulletin No. 25.00.70.

Note 1: This AD supersedes DCA/AS350/59 and includes modification 073166 (per AS 350 SB No.25.00.70) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following:

"Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied."

Note 2: This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.

Note 3: The embodiment of modification 073166 per AS 350 SB No.25.00.70 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008.

Effective Date: 27 March 2008

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

Effective Date: 23 February 2009

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

Applicability: Model AS350 BA aircraft, all S/N fitted with emergency flotation gear including LH container assembly P/N 158170 or 158210-1 and RH container assembly P/N 158171 or 158215-1 for which a non-recurring service life extension has not been granted by Aerazur.

Requirement: To prevent an emergency flotation gear container from remaining in service beyond the safe operating service life limit, accomplish the following:

1. Replace container assemblies per Eurocopter ASB No. 25.01.02 revision 0 dated 24 September 2008 or later approved revisions.

2. A container assembly manufactured 10 years or more ago shall not be fitted to any aircraft unless the emergency flotation gear is returned to the equipment manufacturer for examination and the issue of a non-recurring service life extension.

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

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

(EASA AD 2008-0189 refers)

Compliance: 1. For container assemblies that were manufactured 12 or more years ago:

By 30 November 2008, and

For container assemblies that were manufactured between 10 and 12 years:

By 30 December 2008 or 145 months (12 years and 1 month) since the container date of manufacture, whichever occurs sooner, and

For container assemblies that were manufactured between 9 and 10 years:

By 122 months (10 years and 2 months) since the container date of manufacture, and

For container assemblies that were manufactured less than 9 years ago:

By 120 months (10 years) since the equipment date of manufacture, and

Thereafter at intervals not to exceed 10 years.

2. From 30 October 2008

3. From 30 October 2008

Effective Date: 30 October 2008

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

Effective Date: 26 February 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 12 December 2008

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

Effective Date: 4 March 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

4. For all AS 350 B3 helicopters:

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

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

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

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

(EASA AD 2009-0030 refers)

Compliance: 1. By 15 April 2009.

2. Within the next 15 hours TIS unless already accomplished.

3. For aircraft with more than 100 hours TIS since the last inspection:

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

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

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

4. By 15 April 2009 unless previously accomplished.

5. From 23 February 2009.

Effective Date: 23 February 2009

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

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

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

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

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

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

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

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

1. For aircraft embodied with modification 073237:

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

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

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

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

2. For aircraft not embodied with modification 073237:

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

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

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

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

(EASA AD 2009-0019 refers)

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0027 refers)

Compliance: 1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.

2. From 4 March 2009.

Effective Date: 4 March 2009

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

Effective Date: 25 March 2013

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

Effective Date: 31 October 2013

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

Effective Date: 9 March 2011

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

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

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

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

1. Visual Inspection:

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

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

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

2. No cracks found:

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

3. New Inspection Requirement:

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

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

4. Rework Requirement:

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

Note 2: The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The installation of a reworked lever (marked with an 'X') is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

Note 4: The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.
(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119).

3. Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS350/119).

Effective Date: 9 March 2011

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

Applicability: Model AS 350 B, BA, BB, D, B1, B2 and B3 helicopters, all S/N fitted with a single hydraulic power system and forward (pitch) servo-control hydraulic hoses P/N 704A34-412-033 (or MP/N 675-102-05-01) and P/N 704A34-412-035 (or MP/N 675-102-06-01).

Requirement: To prevent an inflight main gearbox compartment fire due to possible hydraulic fluid leaks from the forward hydraulic servo control hoses which could result in loss of main rotor and aircraft control, accomplish the following:

1. Install protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 on hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 as applicble, per the instructions in paragraph 2.B.2 of Alert Service Bulletin (ASB) No. 29.00.13 revision 0, dated 26 July 2010 or later EASA approved revisions.

2. Hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 may not be fitted to any helicopter without protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 as applicable, per the instructions in paragraph 2.B.2 of ASB No. 29.00.13.

Note: Modification 074238 has been introduced on new helicopters at production. This modification satisfies requirement 1 of this AD.
(EASA AD 2011-0033 refers)

Compliance: 1. By 30 April 2011.
2. From 31 March 2011.

Effective Date: 31 March 2011

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

Effective Date: 4 March 2022

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

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

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

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

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

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

(EASA AD 2011-0104 refers)

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

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

TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

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

Effective Date: 28 February 2017

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

Effective Date: 11 December 2013

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

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

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

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

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

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

Effective Date: 1 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0205 Sliding Door Lower Ball-joint – Modification

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

Effective Date: 15 October 2012

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

Effective Date: 19 October 2012

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

Effective Date: 1 March 2013

2012-0252 Cancelled – EASA AD 2017-0035 refers

Effective Date: 6 March 2017

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

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

2013-0029 Tail Rotor Laminated Half Bearings – Inspection

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

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

Effective Date: 1 March 2013

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

Effective Date: 4 December 2013

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

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

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

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

Effective Date: 18 April 2013

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0191-E Cancelled – EASA AD 2017-0052 refers

Effective Date: 7 April 2017

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

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

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

2013-0284R1 Cancelled – EASA AD 2014-0233 refers

Effective Date: 31 October 2014

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0076R3 Cancelled – EASA AD 2022-0051 refers

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

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

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

2014-0233 Hydraulic Pump Bearing - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers,

Fitted with single hydraulic system (PRE MOD OP3346 or OP3082) and incorporating Airbus Helicopters, modification 079566 (hydraulic pump drive assembly part number (P/N) 350A35-0132-00 equipped with bearing P/N 704A33651243), or

Modified in service by Airbus Helicopter Alert Service Bulletin (ASB) No. 05.00.72 Rev.04 when the pump drive assembly is equipped with bearing P/N 704A33651243,

Except helicopters which embody modification 079568 (hydraulic pump drive assembly P/N 350A35-0132-01 fitted with bearing P/N 704A33651269).

Effective Date: 31 October 2014

Transport Canada AD CF-2015-10 STC SR00825NY-D - Hydraulic Test Switch Replacement

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

Effective Date: 20 May 2015

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

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

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

Effective Date: 18 June 2015

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2015-0178 Normal Procedures – AFM Amendment

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

Effective Date: 31 August 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

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

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

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

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

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

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

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

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

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

   Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.
2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

3.

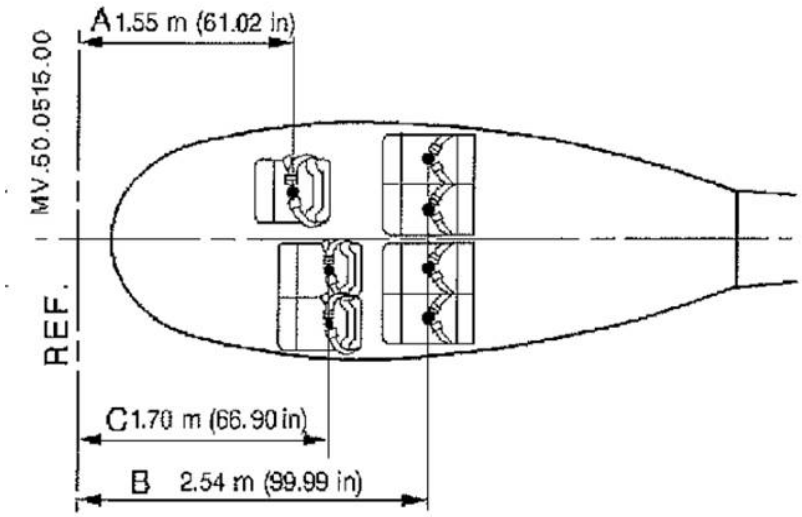


Figure: Airbus Helicopters recommended CG position of forward two-place seat

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

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

CAA Approved
AS350 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

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

Applicability:

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

Requirements:

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

a. For AS350B and AS350D helicopters the combined weight of the two occupants on the forward two-place seat must not exceed 120kg regardless of longitudinal seat position.

b. For all other AS350 series helicopters the combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

c. For all AS350 helicopters the weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

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

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

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

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

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

Page 1 of 1

2016-0020 Main Gearbox Casings – Inspection

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

Effective Date: 5 February 2016

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0220 Dual Hydraulic System – Inspection

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

Effective Date: 18 November 2016

2016-0260 Main Rotor NR Indicator – Inspection

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

Effective Date: 3 January 2017

2017-0020R1 Tail Rotor Pitch Rod – Inspection

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

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

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

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

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

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

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0035 Twist Grip Assembly – Inspection

Applicability: AS 350 B3 helicopters, all serial numbers, if equipped with ARRIEL 2B engines.

Effective Date: 6 March 2017

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

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

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2017-0109 (Correction) Starter Generator and Brushes - Inspection

Applicability: AS 350 B, AS 350 B1, AS 350 BA and AS 350 BB helicopters, all S/N except those helicopters fitted with a Vehicle and Engine Management Display (VEMD) System.

AS 350 B2 helicopters, all S/N

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

Effective Date: 7 July 2017

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0143 Direct Current (Optional) Second Battery – Replacement

Applicability: AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA, AS 350 BB and AS 350 D helicopters fitted with a Very Cold Weather Starting Installation (a second battery), except those helicopters embodied with modification 074838 at manufacture.

Effective Date: 31 August 2017

Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit).

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

Effective Date: 19 January 2018

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

Applicability: All AS350 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.

Note: DCA/AS350/129A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.

Requirement: To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.149, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM. Introduce OAL ICA MB 25.00.149 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.149 revision 1, or later approved revision, unless previously accomplished.
2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.149 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. <u>For bucket operations</u>:

   Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.

   <u>For non-bucket operations</u>:

   By 25 November 2018, unless previously accomplished.

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

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

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

Effective Date: 4 October 2018

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

Effective Date: 26 September 2019

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

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

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

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

Applicability: All AS350 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.

Requirement: To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the List of Technical Data accepted by the Director under the provisions of CAR 21.503(a) available on the CAA website.

Note 2: In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.

Compliance: By 31 March 2019

Effective Date: 31 January 2019

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

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

Airbus Helicopters (formerly Eurocopter France) model AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA and AS 350 D.

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2. MD Helicopter Inc. model 369, 369A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, 369FF and 500N. Bell Helicopter Textron Canada Ltd. model 206B, 206L, 206L-1, 206L-3, 206L-4 and 407.

Note: HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).

Effective Date: 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

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

Effective Date: 3 April 2019

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

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N fitted with a Starflex star P/N 350A31.1916.00 mounted on a main rotor hub not embodied with Mod 076221.

Note 1: DGAC AD 2001-557-086R3 supersedes DCA/AS350/61A, which mandated DGAC AD 2001-557-086R2.

Note 2: The inspection per mandatory action 3.1 in DGAC AD 2001-557-086R3, which is required after every flight when the rotors are stopped, may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Effective Date: 27 June 2019

2019-0184 Main Rotor Servo Actuators – Inspection

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

Effective Date: 29 August 2019

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

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

Effective Date: 26 September 2019

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

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

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

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

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

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

Note: The initial inspection of the spherical bearing elastomer per the AD requirements must be accomplished by an aircraft maintenance engineer. The repetitive inspection per mandatory action (1) in EASA AD 2019-0280, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. If any defects are found, then an aircraft maintenance engineer must inspect the spherical bearing elastomer and accomplish the corrective actions per EASA AD 2019-0280, before further flight.

Effective Date: 3 December 2019

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

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

Effective Date: 28 February 2020

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

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

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

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

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

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

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

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

NTech Limited

Ardmore Airport

PDC 14, Papakura, Auckland 2244

Tel: +64 9 296 1950

Fax: +64 9 296 1952

Email: info@ntech.co.nz

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

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

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

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

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

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

Note 2: The visual inspection before every flight per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

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

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

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

Effective Date: 2 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0099 Cancelled – EASA AD 2023-0075 refers

Effective Date: 14 April 2023

2021-0123-E Tail Rotor Load Compensator – Inspection

Applicability: AS 350 B, AS 350 B2, AS 350 B3 and AS 350 BA helicopters, S/N 1241, 1525, 1601, 1708, 1825, 1910, 1973, 2056, 2072, 2361, 2394, 3170, 3223, 3479, 3789, 9005, 9010 and 9035.

Effective Date: 11 May 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

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

Effective Date: 3 September 2021

2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection

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

Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025

2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS350 Service Bulletin (SB) No. 53.00.58 in service.

Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.

Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022

2022-0077-E Flight Control Flexball Cables - Replacement

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

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

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

Effective Date: 28 July 2022

2022-0246 Main Rotor Blades - Inspection

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

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

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

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

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

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

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

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

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

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

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

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

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

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

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

2024-0018 Indicating / Recording Systems Control Unit – Inspection

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

Effective Date: 25 January 2024

2024-0133R1 Cancelled – EASA AD 2026-0102 refers

Effective Date: 9 June 2026

*** 2024-0139 Cancelled EASA AD 2026-0202 refers**

Effective Date: 9 November 2026

2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).

Effective Date: 6 February 2025

2025-0036 Cargo Hook Assembly – Inspection

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

Effective Date: 27 February 2025

2025-0137 Cancelled – EASA AD 2026-0101 refers

Effective Date: 9 June 2026

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: All AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters not embodied with modification 0720257.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026

2025-0263 (Correction) Single Generation Hydraulic System Wiring Diode – Cut-off Test

Applicability: AS 350 B2 helicopters, S/N 1095, 1149, 1157, 1179, 1189, 1193, 1215, 1240, 1262, 1377, 1432, 1440, 1495, 1527, 1647, 1669, 1670, 1693, 1736, 1784, 1794, 1845, 1848, 1856, 1896, 1924, 1984, 2041, 2055, 2083, 2101, 2245, 2249, 2294, 2363, 2426, 2427, 2430, 2510, 2515, 2532, 2546, 2552, 2611, 2623, 2650, 2682, 2801, 2802, 2868, 2869, 2941, 2959, 2969, 9037, 9049 and 9056.

Effective Date: 18 December 2025

2026-0021 MGB to Fuselage Mounts and Attachment - Inspection

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

Effective Date: 26 February 2026

*** 2026-0052R2 Fuse Cover Attachment of Circuit Breaker Panel - Modification**

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

Effective Date: EASA AD 2026-0052 - 26 March 2026
EASA AD 2026-0052R1 - 23 July 2026
EASA AD 2026-0052R2 - 29 October 2026

2026-0089 Starter Generator Limitation Label - Installation

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

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

Airbus Helicopters modification (mod) 073345 is embodied;

Airbus Helicopters mod 073354 is embodied.

Effective Date: 4 June 2026

2026-0101 Airworthiness Limitations Section - Amendment

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

Effective Date: 9 June 2026

2026-0102 Airworthiness Limitations Section - Amendment

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

Effective Date: 9 June 2026

2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection

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

Effective Date: 25 June 2026

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

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

Effective Date: 23 July 2026

2026-0146 Mechanical Dropping Control - Inspection

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

Effective Date: 3 September 2026

*** 2026-0202 Vertical Fin – Inspection / Modification**

Applicability: AS 350 B3 helicopters, all S/N, except those helicopters embodied with modification (MOD) 073148 in production.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2026-0202 may be accomplished by adding the inspection requirement to the helicopter tech log.
The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any evidence of cracks or defects are detected in the right-hand side of the vertical fin spar, then an aircraft maintenance engineer must accomplish an inspection per requirement (6) of EASA AD 2026-0202, before further flight.

Effective Date: 9 November 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 355 Series

29 October 2026

Notes:

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

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

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

   Links to other NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz

3. The date above indicates the amendment date of this schedule.

4. New or amended ADs are shown with an asterisk *

Contents

DCA/AS355/1 Fatigue Critical Components - Retirement 5
DCA/AS355/2 Tail Rotor Blades - Inspection 5
DCA/AS355/3C Cancelled – EASA AD 2015-0195 refers 5
DCA/AS355/4 Upper Fin Attachment - Inspection 5
DCA/AS355/5 Main Gear Box Filter - Inspection 5
DCA/AS355/6 Horizontal Stabilizer - Inspection 5
DCA/AS355/7 Main Gear Box, Epicyclic Gear Cages - Retirement 6
DCA/AS355/8D Cancelled – EASA AD 2024-0134 refers 6
DCA/AS355/9 Main Gear Box, Bevel Ring Gear Assembly - Inspection 6
DCA/AS355/10 Main Rotor Mast - Inspection 7
DCA/AS355/11 Raised Skid Landing Gear - Modification 7
DCA/AS355/12C Main Rotor Head, Main Gear Box and Landing Gear – Inspection 7
DCA/AS355/13 Hydraulic System - Modification 8
DCA/AS355/14 MGB Suspension Bars - Inspection 8
DCA/AS355/15 Main Rotor Sleeve Beams - Inspection 8
DCA/AS355/16 Sliding Doors - Modification 8
DCA/AS355/17B Main Rotor, Rotating Swash Plate - Inspection 9
DCA/AS355/18 MGB Oil Cooler Fan Assembly - Inspection 9
DCA/AS355/19 Tail Rotor Pitch Control Lever Expansion Pin - Inspection 9
DCA/AS355/20 Emergency Location Transmitter (ELT) Antenna - Modification 9
DCA/AS355/21A Pitch Change Lever Bushes - Inspection 10
DCA/AS355/22 Main Rotor Mast Assembly - Inspection 10
DCA/AS355/23A Sliding Windows - Inspection 10
DCA/AS355/24 Main and Tail Rotor Servo Controls - Inspection 10
DCA/AS355/25 MGB Oil Pressure Switch - Removal 11
DCA/AS355/26 Cyclic Pitch Change Control Rod - Inspection 11
DCA/AS355/27A Main Rotor Shaft Oil Jet – Inspection 11

DCA/AS355/28 MGB Suspension Bi-directional Cross Beam - Inspection 12
DCA/AS355/29 Tail Boom Attachment Screws - Replacement 12
DCA/AS355/30B Tail Rotor Hub Pitch Change Plate Bearings - Inspection 13
DCA/AS355/31 Flight Manual - Revision 13
DCA/AS355/32 Single Pole Circuit Breakers – Inspection 14
DCA/AS355/33 Cancelled – EASA AD F-2000-223-059R1 refers 14
DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding 14
DCA/AS355/35B Use of the Landing Light – AFM Revision 15
DCA/AS355/36 Tail Rotor Hub Pitch Change Plate Bearings - Replacement 15
DCA/AS355/37 Cancelled – DCA/AS355/83 refers 16
DCA/AS355/38A Starflex Bush – Inspection 16
DCA/AS355/39 Cancelled - DCA/AS355/48 refers 16
DCA/AS355/40 Cancelled - DCA/AS355/67 refers 16
DCA/AS355/41 HSI - Inspection 16
DCA/AS355/42 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement 17
DCA/AS355/43 Tail Servocontrol – Locking of Eye End Fitting 17
DCA/AS355/44A Cancelled – DCA/AS355/60 refers 17
DCA/AS355/45 Cancelled – EASA AD 2019-0228 refers 17
DCA/AS355/46 Cyclic Friction Cup - Inspection 18
DCA/AS355/47 Dynamic Components – Life Correction 18
DCA/AS355/48 TRW-SAMM Servo Controls - Replacement 19
DCA/AS355/49A Flight Control Stops – Inspection 20
DCA/AS355/50B Newly Overhauled or Repaired Main Gearboxes - Removal from Service 20
DCA/AS355/51 Rear Fuselage - Inspection 20
DCA/AS355/52A Cancelled – DCA/AS355/65 refers 21
DCA/AS355/53 Hydraulic System Cut-off - Modification 21
DCA/AS355/54 Cancelled - DCA/AS355/70 refers 21
DCA/AS355/55 Tail Rotor Blade Trailing Edge Tab – Inspection 21
DCA/AS355/56B Cancelled - DCA/AS355/71 refers 22
DCA/AS355/57 Cancelled – DCA/AS355/66 refers 22
DCA/AS355/58 Cancelled - DCA/AS355/68 refers 22
DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection 22
DCA/AS355/60 Cancelled – DCA/AS355/73 refers 22
DCA/AS355/61 Main Servo Controls – Inspection 22
DCA/AS355/62 Cancelled – DCA/AS355/63 refers 23
DCA/AS355/63 Cancelled – DCA/AS355/84 refers 23
DCA/AS355/64A Cancelled – DCA/AS355/84 refers 23
DCA/AS355/65 Tail Rotor Control Cable - Replacement 23
DCA/AS355/66 Tail Rotor Drive Shaft – Inspection 24
DCA/AS355/67 Cancelled - DCA/AS355/77 refers 24
DCA/AS355/68B Cancelled – DCA/AS355/81 refers 24
DCA/AS355/69 Cancelled – DCA/AS355/96 refers 24
DCA/AS355/70 Sliding Door Rollers and Rails – Inspection 24
DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection 25
DCA/AS355/72 Starter Generator – Load Limitation 25
DCA/AS355/73 Cancelled – DCA/AS355/80 refers 25
DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection 26
DCA/AS355/75 Engine Automatic Relighting System – Installation 26
DCA/AS355/76 Load Compensator Lever – Inspection 27
DCA/AS355/77A Cancelled – DCA/AS355/86 refers 27
DCA/AS355/78 Cabin Floor Cross Member – Inspection 27
DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection 28
DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers 29
DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection 29

DCA/AS355/82 Collective Lever Recess - Modification 29
DCA/AS355/83 Rear Bench Seat Cushions – Removal 30
DCA/AS355/84 Cancelled – DCA/AS355/85 refers 30
DCA/AS355/85 Fin Attach Fittings – Inspection 30
DCA/AS355/86 Tail Rotor Blade Skin – Inspection 31
DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers 32
DCA/AS355/88A Engine and MGB Cowling Locking – Modification 32
DCA/AS355/89 Cancelled – DCA/AS355/90 refers 33
DCA/AS355/90 Tail Gearbox Control Lever – Inspection 33
DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022 34
DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection 34
DCA/AS355/93 Cancelled – EASA AD 2011-0164R1 34
DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers 35
DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers 35
DCA/AS355/96 Starter Generator – Inspection 35
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. 36
2012-0205 Sliding Door Lower Ball-joint – Modification 36
2012-0257-E Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled 36
2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection 36
2013-0130 Cancelled – EASA AD 2021-0193 Refers 36
2013-0133-CN Cancelled – Purpose fulfilled 36
2013-0205 Cancelled – EASA AD 2015-0202 refers 36
DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection 36
2010-0006 Cancelled by EASA on 3 September 2021 36
2013-0281R1 Position Strobe Light – Inspection 37
2014-0076R3 Cancelled – EASA AD 2022-0051 refers 37
2014-0132R1 Rotating Star Swashplate – Inspection 37
2014-0135-E Cabin Ventilation Air Scoop - Inspection 37
2015-0094 Cancelled by EASA on 3 September 2021 37
DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection 37
2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment 37
2015-0143-E Tail Rotor Blades – Inspection 37
2007-0209R1 Main Gearbox Lubrication Pump – Inspection 38
2015-0181 Engine Fire Extinguisher System – Modification 38
2015-0195 Tail Rotor Drive Shaft Bearings – Inspection 38
2015-0202 Cancelled – EASA AD 2016-0109 refers 38
DCA/AS355/97C Forward Two-place Seat – Operating Limitations 38
2016-0021 Main Gearbox Bottom Casing – Inspection 41
2016-0022 Main Gearbox Casings – Inspection 41
2016-0109R1 Fueltron Flowmeter – Inspection 41
2017-0020R1 Tail Rotor Pitch Rod – Inspection 41
2011-0164R3 Tail Rotor Control Stop Screws – Inspection 41
2017-0032 Cancelled by EASA on 11 August 2021 41
2017-0089R1 Main Rotor Mast Upper Bearing - Inspection 42
2017-0114 Cancelled - EASA AD 2020-0186 refers 42
2017-0159 Fan Assembly - Inspection 42
Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement 42
DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection 42
2018-0152 Cancelled – EASA AD 2022-0128 refers 43
2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection 43
2018-0287 Cancelled – EASA AD 2019-0060 refers 43
DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service 43

Transport Canada CF-2019-01 HETS STC SH98-35 43
2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection 43
2019-0184 Main Rotor Servo Actuators – Inspection 44
2019-0228 Electric Hoist Installation – Inspection 44
FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection 44
2020-0064 Emergency Flotation System – Inspection 44
2020-0175 Cancelled by EASA on 13 September 2021 44
2020-0186 Cancelled – EASA AD 2021-0099 refers 44
2020-0217-E Cancelled – EASA AD 2021-0023 refers 44
2020-0224R1 Tail Rotor Blades – Inspection 44
2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment 44
2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification 45
2021-0027R1 Collective Controls – Modification 45
2021-0048 Cancelled – EASA AD 2023-0064 refers 45
2021-0099 Cancelled – EASA AD 2023-0075 refers 45
2021-0193 Cancelled – EASA AD 2024-0134 refers 45
2021-0265 Cowlings - Inspection 45
2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection 45
2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection 45
2022-0069 Cancelled – EASA AD 2022-0180 refers 45
2022-0077-E Flight Control Flexball Cables - Replacement 45
2022-0128 Main Gearbox Bracket Bolts - Inspection 46
2022-0180 Tail Rotor Drive Fan Assembly - Inspection 46
2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection 46
2022-0246 Main Rotor Blades - Inspection 46
2023-0044 Main Gearbox Planet Gear - Inspection 46
2023-0064 Main Rotor Pitch Rod Upper Links - Inspection 46
2023-0075 Cancelled – EASA AD 2023-0089 refers 46
2023-0089 Cancelled – EASA AD 2024-0139 refers 46
2023-0131 Sliding Doors - Inspection 46
2023-0154R1 Vertical Upper Fin Assembly - Inspection 46
2024-0127 Tail Rotor Drive Fan Wheel and 2nd Stage Impeller - Inspection 47
2024-0134 Cancelled – EASA AD 2026-0103 refers 47
* 2024-0139 Cancelled EASA AD 2026-0202 refers 47
2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection 47
2025-0052 Fan Support Legs – Inspection 47
* 2025-0159R1 Sliding Door Placards and Markings - Installation 47
2025-0287 Fuel Draining System - Inspection 47
2026-0103 Airworthiness Limitations Section - Amendment 47
2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection 47
2026-0146 Mechanical Dropping Control - Inspection 47
* 2026-0202 Vertical Fin – Inspection / Modification 48

DCA/AS355/1 Fatigue Critical Components - Retirement

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

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

Effective Date: 18 March 1988

DCA/AS355/2 Tail Rotor Blades - Inspection

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

Requirement: Inspect blade stainless steel leading edge protection for bond separation per Aerospatiale Workcard AS355 No.64.10.00.601.

(BV AD F-1982-025-004 refers).

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

Effective Date: 18 March 1988

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

Effective Date: 7 October 2015.

DCA/AS355/4 Upper Fin Attachment - Inspection

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

Requirement: Inspect per Aerospatiale SB 05.03. Renew cracked fittings before further flight.

(BV AD F-1982-099-006 refers).

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

Effective Date: 18 March 1988

DCA/AS355/5 Main Gear Box Filter - Inspection

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

Requirement: Inspect per Aerospatiale SB 05.07.

(BV AD F-1982-180-009 refers).

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

Effective Date: 18 March 1988.

DCA/AS355/6 Horizontal Stabilizer - Inspection

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

Requirement: A. Inspect per Aerospatiale SB 05.10A paras 1 and 2.

B. Retire horizontal stabilizer from service per Aerospatiale SB 01.10.

(BV AD F-1983-115-015 and F-1984-17-21 refers).

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

B. Retirement - At 700 hours TTIS.

Effective Date: 18 March 1988

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

Applicability: All models AS355, with planet pinion cages P/N's 350A.32.3147.20 and 350A.32.1081.20 or .21.

Requirement: Retire affected pinion cages from service per Aerospatiale SB 01.07 Rev.2.

(DGAC AD F-1983-166-018 refers)

Compliance: P/N 350A.32.3147.20 - At 160 hours TTIS.
P/N 350A.32.1081.20 and .21 - At 300 hours TTIS.

Effective Date: 18 March 1988

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

Effective Date: 25 July 2024

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

Applicability: All models AS355, with gear assemblies P/N 355A.32.0600.00 and 01 not incorporating mods. AMS07.7082, AMS07.7083 or AMS07.7098.

Requirement: Visually inspect per Aerospatiale SB 05.05 Rev.1 para 1C(1) and check screw torque per para 1C(2). Correct defective screw installations before further flight.

(BV AD F-1985-069-024 refers).

Compliance: Visual inspection - At intervals not exceeding 50 hours TIS until torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.

Torque check - Within next 300 hours TIS, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/10 Main Rotor Mast - Inspection

Applicability: All models AS355, with main rotor masts P/N 350A37.1076.04, .05 or .06.

Requirement: Inspect per Aerospatiale SB 05.08 Rev.2. Renew defective parts before further flight. (BV AD 83-31-11(B) refers).

Compliance: 1. At 300 hours TTIS, or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 300 hours TIS.

2. Before further flight following severe rotor tracking anomalies.

Effective Date: 18 March 1988

DCA/AS355/11 Raised Skid Landing Gear - Modification

Applicability: All models AS355, with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755.

Requirement: To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.04A.

(BV AD F-1986-032-027 refers).

Compliance: Within next 10 hours TIS, unless already accomplished, or prior to flotation gear installation.

Effective Date: 18 March 1988

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

Applicability: All model AS355E, AS355F, AS355F1 and AS355F2 helicopters.

Note: The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.14A can be obtained from the Eurocopter T.I.P.I. web site under AS 355 ASB 01.00.14

Requirement: To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:

1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.14A or later approved revisions. Rework or renew defective parts before further flight.

2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.14A. Rework or renew defective parts before further flight.

(BV AD 1986-126-029 refers)

Compliance: 1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).

2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.

Effective Date: DCA/AS355/12A - 25 May 1990
DCA/AS355/12B - 2 July 1999
DCA/AS355/12C - 30 September 2010

DCA/AS355/13 Hydraulic System - Modification

Applicability: All models AS355, not incorporating mod. AMS 350A07-1765.

Requirement: To prevent possible over pressure of hydraulic system, modify per Aerospatiale SB 29.01 Rev.1

(BV AD F-1986-150-030 refers).

Compliance: Within next 300 hours TIS or three months, whichever is the sooner, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/14 MGB Suspension Bars - Inspection

Applicability: All model AS355E, F, F1 and F2.

Requirement: 1. Inspect suspension bars per Aerospatiale S.B. 05.16 para 1C(1) and identify bar ends found free from defects per para 1C(2)(A).

2. Inspect per para 1C(2)(B).

Bars with longitudinal displacement of spherical bearings, or sealing compound discrepancies must be removed from service before further flight.

(BV AD F-1987-038-032 refers)

Compliance: Within next 10 hours TIS, unless already accomplished, thereafter re inspect at intervals not exceeding 10 hours TIS.

Effective Date: 18 March 1988

DCA/AS355/15 Main Rotor Sleeve Beams - Inspection

Applicability: All models AS355, with sleeve beams P/N 350A31.1831.04, .05, .06 and .07.

Requirement: Retire affected sleeve beams from service and inspect per Aerospatiale SB 01.13.

(BV AD F-1986-035-028 R1 refers)

Compliance: Retirement - At 1500 hours TTIS, or as otherwise prescribed in SB 01.13.

Inspection - Prior to further flight following any severe tracking defect.

Effective Date: 18 March 1988

DCA/AS355/16 Sliding Doors - Modification

Applicability: All models AS355, with LH and/or RH sliding doors.

Requirement: To preclude possibility of door loss in flight, modify per Aerospatiale SB 52.10.

(BV AD F-1987-089-033 refers).

Compliance: By 31 May 1988

Effective Date: 18 March 1988

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

Applicability: All model AS355E, F, F1, F2 and N with swash plates fitted with bearings P/Ns VH36132 (704A33.651.051), Y 51 BB 10843 SI M 73 (704A33.651.080), INA 36132A (704A33.651.126).

Requirement: To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.16R2. Renew defective parts before further flight.
(BV AD F-1989-156-039 R3 refers).

Compliance: 1. Within next 10 hours TIS (T.I.S), unless already accomplished, and thereafter relubricate per SB 62.16R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.

2. Check per SB 62.16R2 para 1.C-g following last flight on each day the aircraft is operated.

Effective Date: DCA/AS355/17A - 2 March 1990
DCA/AS355/17B - 29 November 1991

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

Applicability: All model AS355 Series with tail rotor drive shaft forward element P/N 355A34-1037-00.

Requirement: To prevent excessive fan assembly vibration, modify and inspect assembly per Aerospatiale SB 05.20 issue 2.
(BV AD 1988-057-036 R2 refers).

Compliance: Within next 50 hours TIS unless already accomplished and thereafter re-inspect as prescribed in SB 05.20 issue 2.

Effective Date: 2 March 1990

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

Applicability: All model AS355E, F, F1, F2 and N.

Requirement: To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-

1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-34. If a crack is found replace the TGB per the SB before further flight.

2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-34. Rectify if necessary as prescribed by the SB, before further flight.
(BV AD F-1991-138-043 refers)

Compliance: 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.

2. Within next 50 hours TIS.

Effective Date: 4 July 1991

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

Applicability: All model AS355E, F, F1, and F2 fitted with the JOLLIET ELT system.

Requirement: To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 355 SB 25.33.
(BV AD F-1992-142-045 refers)

Compliance: Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.

Effective Date: 30 October 1992.

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

Applicability: All model AS355E, F, F1, F2 and N with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.

Requirement: To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.24 R1. Renew defective parts per SB 62.24 R1.
(BV AD F-1992-183-046 R1 refers)

Compliance: Within next 50 hours TIS.

Effective Date: DCA/AS355/21 - 27 November 1992
DCA/AS355/21A - 11 June 1993

DCA/AS355/22 Main Rotor Mast Assembly - Inspection

Applicability: Model AS355E, F, F1, F2 and N fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.

Requirement: As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-37, paragraphs DD (A) or (B) as appropriate and EE.
(BV AD F-1993-031-047 refers)

Compliance: 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.

Effective Date: 27 March 1993

DCA/AS355/23A Sliding Windows - Inspection

Applicability: All Model AS355E, F, F1, F2, and N fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.

Requirement: To prevent window separation in flight accomplish the following:

1. Inspect per Eurocopter SB 05.26 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.26 R1 before further flight.
2. Modify (Repair) per paragraph 1C2 of SB 05.26 R1.
(BV AD F-1993-089-048 R1 refers)

Compliance: 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.26 R1. After modification, inspect at intervals not to exceed 100 hours TIS.

2. Modify within next 100 hours TIS.

Effective Date: DCA/AS355/23 - 3 September 1993
DCA/AS355/23A - 18 March 1994

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

Applicability: All model AS355E, F, F1 and F2 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.

Requirement: To preclude possible failure of servo control assembly bolts, inspect per Eurocopter SB 01.21 R1 and renew bolts as prescribed.
(BV AD F-1988-183-037 R1 refers)

Compliance: Within next 50 hours TIS or by 30 November 1993 whichever is the sooner, unless already accomplished.

Effective Date: 29 October 1993

DCA/AS355/25 MGB Oil Pressure Switch - Removal

Applicability: Model AS355E, F, F1, F2 and N fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).

Requirement: Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.39.

(BV AD F-1994-088-050 refers)

Compliance: By 1 August 1994

Effective Date: 8 July 1994

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

Applicability Model AS 355E, F, F1, F2 and N, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.

Requirement: To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-38. Replace any rods found not safetied per SB 01-38 before further flight.

(BV AD F-1994-179-051 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 23 December 1994

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

Applicability: Model AS355E, F and F1 aircraft fitted with a “TIMKEN” main rotor shaft P/N 355A37-0000 (all dash numbers) that have logged less than 100 operating hours since new or overhaul.

Note: This AD revised to correct the P/N of the affected main rotor shaft.

Requirement: To ensure correct lubrication of the shaft bearing, accomplish the following:

1. Inspect the main rotor shaft per the instructions in paragraph CC and DD of Eurocopter France AS 355 Telex Service No 01-41.
Replace any assembly that does not comply with the requirements in Telex Service No 01-41 before further flight.

2. An affected main rotor shaft with less than 100 operating hours since new or overhaul may not be fitted to any aircraft unless the actions in this AD have been accomplished.

(BV AD 94-280-052(B)R1 refers)

Compliance: 1. Before further flight unless previously accomplished.

2. From 9 March 1995 (effective date of DCA/AS355/27).

Effective Date: DCA/AS355/27 - 9 March 1995
DCA/AS355/27A - 21 April 2011

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

Applicability: Model AS 355E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.

Requirement: To prevent failure of the suspension cross beam, accomplish the following:-

1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:

1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.29 and rectify defects if necessary as detailed.
1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.29.

2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.29 accomplish the following:

2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.29 and rectify any defects found as detailed.
2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.29.

Note: If there is no record of the number of the flying hours logged or of the number of cycles completed:
If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.

3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.29.
(DGAC AD F-1996-155-053 R1 refers)

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

Effective Date: 29 August 1997

DCA/AS355/29 Tail Boom Attachment Screws - Replacement

Applicability: Model AS 355E, F, F1, F2 and N fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.

Requirement: To prevent failure of the tail boom attachment screws, accomplish the following:-

Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter “M” on their head above the designation “BC” per paragraph 2.B.1 of Eurocopter Alert Service Bulletin 01.00.43.
Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.43.
(DGAC AD F-1997-146-054 R1 refers)

Compliance: Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.

Effective Date: 29 August 1997

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

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

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

1. Check the rotation torque of the bearing per paragraph 2B(1) of Eurocopter AS355 ASB 05.00.30.

2. Inspect for axial play, friction point and brinelling per paragraph 2.B.2 of Eurocopter AS355 ASB 05.00.30.

3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1)b) and 2.B 2) of Eurocopter AS355 ASB 05.00.30.

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

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

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

Compliance: 1. Unless already accomplished, within the next 10 hours TIS or 14 days, whichever is the sooner.

2. Within next 10 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 6 months whichever is the sooner.

3. Before installing a pitch change plate assembly or a tail rotor gear box assembly held as spare.

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

DCA/AS355/31 Flight Manual - Revision

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

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

1. Insert the rush revision (date code 99-03) into the applicable flight manual.

2. Insert the normal revision (date code 99-03) into the applicable flight manual.

(DGAC AD F-1999-084-057 refers)

Compliance: 1. By 7 June 1999, unless already accomplished.

2. Within one month of receipt of the normal revision.

Effective Date: 7 May 1999

DCA/AS355/32 Single Pole Circuit Breakers – Inspection

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

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

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

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

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.

- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

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

1. Inspect the circuit breakers and replace if necessary per Eurocopter AS 355 SB 01.00.44.

2. Remove from service all circuit breakers listed in the applicability section of this AD.

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

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

2. Replace by 1 January 2000.

Effective Date: 7 May 1999

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

Effective Date: 31 October 2013

DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding

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

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

(DGAC AD F-2000-302 refers)

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

Effective Date: 27 July 2000

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

Applicability: AS 355 E, F, F1, F2 and N helicopters that are equipped for IFR flights but without MOD 073019 incorporated or prior to compliance with EUROCOPTER AS 355 SB No. 24.00.14, and equipped with the following electrical master boxes:

48xGC01Yxxx up to S/N 1352 and 49xGC01Yxxx up to S/N 1143.

Requirement: To prevent electrical power failure, except direct battery, during flights with high OAT and prolonged use of the landing light, do not use the landing light except during takeoff and landing. The electrical power failure is due to the disengagement of 40A contactors in the electrical power systems below their nominal threshold.

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

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

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

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

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

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

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

Applicability: AS 355, versions E, F, F1, F2 and N fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).

Requirement: To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below.
(DGAC AD F-2001-073-061 refers)

Compliance: (a) AS 355 N version:

For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.
For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.
For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.
For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.

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

(b) AS 355 E, F, F1 and F2 versions:

For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.
For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.
For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.

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

(c) Transfer of bearings between AS 355 versions:

If bearings are to be transferred from one AS 355 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.

Effective Date: 15 March 2001

DCA/AS355/37 Cancelled – DCA/AS355/83 refers

Effective Date: 27 March 2008

DCA/AS355/38A Starflex Bush – Inspection

Applicability: AS 355 E, F, F1, F2, and N model helicopters equipped with “Starflex’ star P/N 350A31.1916.00.

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

1. Inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush as per work card 62.20.00.601 para 7. If a gap is found, replace starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) in accordance with paragraph 2 of AS 355 ASB No. 62.00.26.

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

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.

2. By 31 May 2002.

Note 1: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

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

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

DCA/AS355/39 Cancelled - DCA/AS355/48 refers

Effective Date: 30 October 2003

DCA/AS355/40 Cancelled - DCA/AS355/67 refers

Effective Date: 16 August 2006

DCA/AS355/41 HSI - Inspection

Applicability: AS 355 E, F, F1, F2 and N fitted with HSI KI 525A.

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

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

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

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first

Effective Date: 27 June 2002

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

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

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

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

Compliance:

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

Effective Date: 27 June 2002

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

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

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

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

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

Effective Date: 27 June 2002

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

Effective Date: 23 February 2006

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

Effective Date: 26 September 2019

DCA/AS355/46 Cyclic Friction Cup - Inspection

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

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

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

Effective Date: 30 January 2003

DCA/AS355/47 Dynamic Components – Life Correction

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

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

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

(DGAC AD F-2002-452 R1 refers)

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

Effective Date: 29 May 2003

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

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

A.	P/N	S/N
	SC5083: SC5084	1500 through 1515. 722 through 726.

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

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

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

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

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

Effective Date: 30 October 2003

DCA/AS355/49A Flight Control Stops – Inspection

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

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

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

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322 R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

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

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

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

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

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

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

(EASA AD 2006-0250 refers)

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

Compliance: Before further flight, unless already accomplished.

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

DCA/AS355/51 Rear Fuselage - Inspection

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

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

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.42

b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.

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

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

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

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

(DGAC AD F-2004-036 refers)

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

Effective Date: 25 March 2004

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

Effective Date: 1 June 2006

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

Applicability: AS 355 E, pre-Mod 073263

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

(DGAC AD F-2004-090 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

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

(DGAC AD F-2004-176 refers)

Compliance: 1. Within 100 TIS or by 28 July 2005, whichever is the sooner.

2. Prior to installation for any affected tail rotor blades.

Effective Date: 28 April 2005

DCA/AS355/56B Cancelled - DCA/AS355/71 refers

Effective Date: 28 September 2006

DCA/AS355/57 Cancelled – DCA/AS355/66 refers

Effective Date: 1 June 2006

DCA/AS355/58 Cancelled - DCA/AS355/68 refers

Effective Date: 28 September 2006

DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection

Applicability: Model AS 355 F, F1, F2 and N aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.

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

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 355 Alert Service Bulletin AS355 No. 25.00.68.

2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.68.

3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.68.

(DGAC AD F-2002-028-066 R1 refers)

Compliance: 1. Before the next hoisting mission and on each installation of a hoist in the helicopter.

2. Every 50 hoisting cycles or 3 months, whichever occurs first.

3. Each day that the hoist is to be used.

Effective Date: 1 December 2005

DCA/AS355/60 Cancelled – DCA/AS355/73 refers

Effective Date: 25 January 2007

DCA/AS355/61 Main Servo Controls – Inspection

Applicability: Model AS 355 E aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, and

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

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

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

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

Compliance: 1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.

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

2.b) Before further flight.

Effective Date: 7 March 2006

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

Effective Date: 1 June 2006

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

Effective Date: 28 August 2008

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

Effective Date: 28 August 2008

DCA/AS355/65 Tail Rotor Control Cable - Replacement

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft, fitted with stainless steel-caged ball-type controls pre-MOD 072771, P/Ns:

- 704A 34-130-068 with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling,

- 704A 34-130-086 without AFCS and without collective-to-yaw control coupling.

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

(EASA AD 2006-0081 refers)

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

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

Effective Date: 1 June 2006

DCA/AS355/66 Tail Rotor Drive Shaft – Inspection

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

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

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

Note 2: Tail rotor drive shaft forward shaft sections specified in the applicability section of this AD are to be returned to the manufacturer at the latest by 31 December 2005.

Compliance: At 2500 hours TTIS or by 31 December 2006, whichever is the sooner, for aircraft with up to 2400 hours TTIS, unless already accomplished.

Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner, for aircraft with more than 2400 hours TTIS, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/67 Cancelled - DCA/AS355/77 refers

Effective Date: 18 May 2007

DCA/AS355/68B Cancelled – DCA/AS355/81 refers

Effective Date: 27 September 2007

DCA/AS355/69 Cancelled – DCA/AS355/96 refers

Effective Date: 29 March 2012

DCA/AS355/70 Sliding Door Rollers and Rails – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.39, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 355 ASB No. 05.00.39 accomplish the following actions per paragraph 2.B.2 of AS 355 ASB No. 05.00.39:

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

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

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

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 355 Service Bulletin No. 52.00.22 is a terminating action to the requirements of this AD. (EASA AD 2006-0249 refers)

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

Effective Date: 28 September 2006

DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection

Applicability: All model AS 355 E, F, F1, F2 and N aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.

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

1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.46.

Replace cracked blades per paragraph 2.B.1. of AS 355 ASB No. 05.00.46, before further flight.

2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 355 ASB No. 53.00.22.

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

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

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

Note 4: This AD is applicable to AS 355 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055.

(EASA AD 2006-0273 refers)

Compliance: 1. At every daily post flight inspection.

2. By 30 June 2007.

Effective Date: 28 September 2006

DCA/AS355/72 Starter Generator – Load Limitation

Applicability: Model AS 355 N aircraft fitted with all P/N starter generators, and not embodied with MOD 073344.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the starter generator current draw is limited to 100 Amps at altitudes above 3000 meters (10000 feet).

Install a label indicating this load limitation on the instrument panel below the ammeter, per the instructions in paragraph 2.B. of Eurocopter AS 355 Alert Service Bulletin No. 01.00.52.

(EASA AD 2006-0338 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

DCA/AS355/73 Cancelled – DCA/AS355/80 refers

DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 F, F1, F2 and N aircraft, all S/N

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

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

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

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

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.28.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

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

Effective Date: 31 May 2007

DCA/AS355/75 Engine Automatic Relighting System – Installation

Applicability: Model AS 355E, AS 355F, AS 355F1 and AS 355F2 aircraft fitted with Allison 250-C20F engines with air intake debris guards.

Requirement: To prevent engine flame out in heavy precipitation at low ambient temperatures, install a manufacturer approved automatic engine relighting system or a continuous ignition system.

Note 1: The installation of an automatic engine relighting system per the instructions in Eurocopter AS350 Service Bulletin No. 80.02 revision 2, or later approved revisions, is an acceptable means of compliance to the requirements of this AD.

Note 2: Aircraft are prohibited from being operated in heavy precipitation at ambient temperatures below + 5 degrees celsius per the operating limitations in section 2.1 of the AFM, unless fitted with an automatic engine relighting system or a continuous ignition system per the requirements of this AD.

Note 3: For aircraft already modified per AMS 350A 07-1823 and AMS 350A 07-1905, embody modifications AMS 350A 07-1910 and AMS 350A 07-1920 in order to prevent inadvertant operation of the automatic engine relighting system.

Note 4: Installation of the Aerospatiale relighting kit requires exclusive utilisation of Champion or Auburn Igniters P/N 68 77518, or Champion Igniters P/N 23006266 with service life limits of 1200 hours for each approved igniter.

(DGAC AD 1986-153-031 R4 refers)

Compliance: By 30 November 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/AS355/76 Load Compensator Lever – Inspection

Applicability: Model AS 355 N and AS 355 F2 aircraft, all S/N

Requirement: To prevent restricted yaw control travel due to the possibility of the incorrect load compensator lever being fitted to the aircraft which could result in loss of control of the aircraft, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/Ns of both the load compensator lever and the hydraulic actuator assembly fitted to the aircraft, per the instructions in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.29, revision 1. If the P/Ns cannot be identified, accomplish the instructions in paragraph 2.B.2.of ASB No. 67.00.29 to determine the relevant P/Ns.

2. For aircraft not embodied with MOD 072065:

If compensator lever P/N 355A27-0082-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0072-00, per the instructions in paragraph 2.B.3.a.of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0082-00, accomplish all the actions in 2.B.3.b.of ASB No. 67.00.29, before further flight.

Note 1: Aircraft not embodied with mod 072065 are fitted with hydraulic actuator assembly P/N 355A75-1370-01 or 355A75-1370-03.

3. For aircraft embodied with MOD 072065:

If compensator lever P/N 355A27-0072-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0082-00, per the instructions in 2.B.3.a.of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0072- 00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 2: Aircraft embodied with mod 072065 are fitted with hydraulic actuator assembly 355A75-1370-02 or 355A75-1370-04.
(EASA AD 2007-0131-E refers)

Note 3: From the effective date of this AD, load compensator lever P/N 355A27-0082-00 shall not be fitted on any AS 355 N or AS 355 F2 aircraft not embodied with MOD 072065, and load compensator lever P/N 355A27-0072-00 shall not be fitted to any AS 355 N and AS 355 F2 aircraft embodied with MOD 072065.

Compliance: 1. Before further flight.
2. & 3. Within the next 10 hours TIS.

Effective Date: 18 May 2007

DCA/AS355/77A Cancelled – DCA/AS355/86 refers

Effective Date: 5 March 2009

DCA/AS355/78 Cabin Floor Cross Member – Inspection

Applicability: Model AS355 E, F, F1, F2 and N aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

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

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 355 Alert Service Bulletin (ASB) No. 53.00.23.

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

If a cross-member and/or doublers are not installed, inspect for cracks per AS 355 ASB No. 53.00.23.

If no cracks are found inspect the tail rotor control rigging per AS 355 ASB No. 53.00.23, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

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

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 355 ASB No. 53.00.23.
(EASA AD 2007-0139-E refers)

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

2. By 18 May 2008.

Effective Date: 18 May 2007

DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N,

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

P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573,

P/N SC5083-1, S/N 2902 through to 2921,

P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695,

P/N SC5084-1, S/N 1462 through to 1481, or

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

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

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

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 01.00.53 revision 1.

If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53, before further flight.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53.
(EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS355 ASB No. 01.00.53.

Compliance: 1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.

2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers

Effective Date: 25 September 2015

DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection

Applicability: All model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors without MOD 073298 and/or MOD 073308 embodied.

Note: This AD supersedes DCA/AS355/68B with the inclusion of requirements 3 and 4.

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

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.45.

If cracked, replace per paragraph 2.B in AS 355 ASB No. 05.00.23, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 355 ASB No. 52.00.23.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.23 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 355 ASB No. 52.00.23.

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

(EASA AD 2007-0236 refers)

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

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS355/82 Collective Lever Recess - Modification

Applicability: Model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 aircraft not embodied with MOD 071995.

Requirement: To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.12 revision 2.

2. Covers P/N 355A27-2373-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

Compliance: 1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.

2. From 29 November 2007.

Effective Date: 29 November 2007

DCA/AS355/83 Rear Bench Seat Cushions – Removal

Applicability: Model AS 355 E, F, F1, F2 and N models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 355 Service Bulletin No. 25.00.66.

Note 1: This AD supersedes DCA/AS355/37 and includes modification 073166 (per AS 355 SB No.25.00.66) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following text: “Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied.”

Note 2: This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer’s flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.

Note 3: The embodiment of modification 073166 per AS 355 SB No.25.00.66 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008

Effective Date: 27 March 2008

DCA/AS355/84 Cancelled – DCA/AS355/85 refers

Effective Date: 23 February 2009

DCA/AS355/85 Fin Attach Fittings – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 355A14-0522-00XX, 355A14-0522-01XX, 355A14-0522-02XX, 355A14-0522-03XX, 355A14-0522-13XX, 355A14-0522-14XX and 355A14-0522-15XX, and

Lower fin assembly P/N 355A14-0521-00XX, 355A14-0521-01XX, 355A14-0521-02XX and 355A14-0521-03XX.

Note 1: This AD supersedes DCA/AS355/84 which superseded DCA/AS355/64A. This AD retains the requirements of DCA/AS355/84, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS355/64A.

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

1. <u>For helicopters fitted with upper and lower fins without MOD 073288 embodied</u>:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph 2.B.2. in Eurocopter AS 355 ASB No. 55.00.11 revision 2 or later approved revisions.

2. <u>For helicopters fitted with upper and lower fins with MOD 073288 embodied</u>:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 in AS 355 ASB 55.00.11. If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable in AS 355 ASB 55.00.11.

3. <u>For helicopters fitted with upper and lower fins without MOD 073330 embodied:</u>

Remove the upper and lower fins and embody modification 073330 per AS 355 ASB No. 55.00.12. revision 1 or later approved revisions.

4. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 355 ASB No. 55.00.12.
(EASA AD 2009-0029 refers)

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

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

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

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

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

Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.
3. By 15 April 2009 unless previously accomplished.
4. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS355/86 Tail Rotor Blade Skin – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP aircraft, all S/N fitted with tail rotor blades P/N:

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

Note 1: This AD supersedes DCA/AS355/77A with no change to the requirement. This AD introduces model AS 355 NP aircraft in the applicability.

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

1. Vvisually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.38, revision 3 or later approved revisions. If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 355 ASB No. 05.00.38, before further flight.

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

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

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 355 ASB No. 05.00.38, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

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

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph 2.B.1 of AS 355 ASB No. 05.00.38 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 355 ASB No. 05.00.38 revision 2 is acceptable to comply with requirements 2 and 3 of this AD.
(EASA AD 2009-0039 refers)

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

Effective Date: 5 March 2009

DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers

Effective Date: 31 October 2013

DCA/AS355/88A Engine and MGB Cowling Locking – Modification

Applicability: Model AS355E, AS355F, AS355F1 and AS355F2 helicopters, all S/N.

Note 1: No action required for those aircraft already in compliance with DCA/AS355/88. This AD revised to introduce Kent Helicopters Ltd. modification KHL/MOD/355/001 per requirement vi). This modification was previously approved by the UK CAA. Aircraft already embodied with this modification are compliant with the requirements of this AD.

Requirement: To prevent the loss of unsecured engine cowls or MGB cowls in flight due to possible incorrect locking of the cowls which could affect flight safety and safety of people on the ground, accomplish one of the following five options:

i) Eurocopter Modification No. 073313 per the instructions in Eurocopter SB No. 53.00.24 – Improvement to engine and MGB cowling locking, or

ii) Eurocopter UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning, or

iii) Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch, or

iv) Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch, or

v) Aero Engineering Design Ltd modification 31-10-013 – Installation of cockpit warning.

vi) Kent Helicopters Ltd. modification KHL/MOD/355/001 – Freefall of cowling and secure latching.

Note 2: For requirement i) of this AD the painting of the flags must be in a conspicuous and in a contrasting colour to the colour scheme of the helicopter.

Note 3: Eurocopter SB No. 53.00.24 revision 0 or later EASA approved revisions are acceptable for compliance with requirements of this AD.

Note 4: For any questions concerning the technical content of the requirements in the referenced Aero Engineering Design Ltd. Modification 31-10-013 contact AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.

Note 5: For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 contact Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford, OX5 1QZ, UK.
(EASA AD 2010-0023R2 correction refers)

Compliance: By 25 March 2012 (the compliance date for DCA/AS355/88).

Effective Date: DCA/AS355/88 - 25 March 2010
DCA/AS355/88A - 29 March 2012

Effective Date: 25 March 2010

DCA/AS355/89 Cancelled – DCA/AS355/90 refers

Effective Date: 9 March 2011

DCA/AS355/90 Tail Gearbox Control Lever – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS355/89 and introduces a new inspection per Eurocopter ASB 05.00.57 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an "X".

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

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS355 ASB 05.00.57 revision 1, dated 23 April 2010 or later EASA approved revisions. If any cracks are found contact the manufacturer and replace the affected control levers per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

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

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS355 ASB 05.00.57, or replace with a reworked lever (marked with an "X"), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an "X") per the instructions in of paragraph 2.B.3 of Eurocopter AS355 ASB No. 05.00.57.

Note 2: The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The installation of a reworked lever (marked with an 'X') is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

Note 4: The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.

(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89).

3. All AS355 series aircraft except AS355N:

Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.

AS355N aircraft:

Before 110 hours TSN or overhaul, or within the next 10 hours TIS for affected TGB control levers with 100 or more hours TSN or overhaul, and thereafter at intervals not to exceed 100 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS355/89).

Effective Date: 9 March 2011

DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 and MA47631.

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

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS355 ASB 65.00.22 revision 0, dated 18 May 2011 or later approved revisions. If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS355 ASB 65.00.22.
2. An affected TGB casing shall not be fitted to any aircraft unless the pitch control lever attachment yokes on the TGB casing assembly have been inspected and found serviceable per the requirements of this AD.
(EASA AD 2011-0104 refers)

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

By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.
TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS355/93 Cancelled – EASA AD 2011-0164R1

Effective Date: 28 February 2017

DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers

Effective Date: 14 September 2015

DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS355/96 Starter Generator – Inspection

Applicability: Model AS355 N aircraft, all S/N.

Note: This AD retains the requirements in superseded DCA/AS355/69. The AD applicability expanded to include all S/N aircraft, and the inspection intervals and maintenance actions in this AD revised taking the embodiment of Turboméca Modification TU107 (including mod TU106 and the installation of reinforced attachment tabs) into account.

Requirement: To prevent loss of the exhaust pipe ejector in flight due to possibile excess starter generator vibration ehich could result in the failure of the exhaust attachment lugs, accomplish the inspections and corrective actions specified in EASA AD 2012-0022.

(EASA AD 2012-0022 refers)

Compliance: At the compliance times specified in EASA AD 2012-0022.

Effective Date: 29 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except aircraft embodied with modification AL 4262.

Effective Date: 15 October 2012

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

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

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

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, fitted with a single hydraulic main and tail servocontrols manufactured by "SAMM", "TRW", "GOODRICH", or "UTAS".

Effective Date: 18 April 2013

2013-0130 Cancelled – EASA AD 2021-0193 Refers

Effective Date: 3 September 2021

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0205 Cancelled – EASA AD 2015-0202 refers

Effective Date: 21 October 2015

DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection

Applicability: AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

Note 1: This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

Note 2: EASA AD F-2000-223-059R1 supersedes DCA/AS355/33 to introduce Eurocopter AS 355 ASB 05.00.33R1 dated 11 March 2004 and change the AD applicability / effectivity to exclude those aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (Mod 076550).

Effective Date: 25 September 2004 (the effective date of DGAC AD F-2000-223-059R1)

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if modified in production with (optional) modification OP0811 and fitted with a Grimes-Honeywell power supply unit, P/N 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

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

2014-0076R3 Cancelled – EASA AD 2022-0051 refers

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if fitted with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

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

2014-0135-E Cabin Ventilation Air Scoop - Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers.

Effective Date: 29 May 2014

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection

Applicability: AS 355 series helicopters specified in DGAC AD 1991-164-042 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment

Applicability: AS355 N and AS355 NP helicopters, all serial numbers, if fitted with Turboméca ARRIUS 1A, 1A1, or 1M engines.

Effective Date: 26 June 2015

2015-0143-E Tail Rotor Blades – Inspection

Applicability: AS355 NP helicopters, all serial numbers, when equipped with a blade having P/N 355A12-0050-10, P/N 355A12-0050-12, P/N 355A12-0051-10, or P/N 355A12-0051-12.

Effective Date: 17 July 2015

2007-0209R1 Main Gearbox Lubrication Pump – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers, equipped with lubrication pumps Part Number (P/N) 355A32-0700-01, P/N 355A32-0700-02 or P/N 355A32-0701-00, installed on the main gearbox (MGB), except those modified in accordance with Airbus Helicopters modification (mod) 077222.

Effective Date: 25 September 2015

2015-0181 Engine Fire Extinguisher System – Modification

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.

Effective Date: 14 September 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

2015-0202 Cancelled – EASA AD 2016-0109 refers

Effective Date: 28 June 2016

DCA/AS355/97C Forward Two-place Seat – Operating Limitations

Applicability: All AS355 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS355/97C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS355/97B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

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

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

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

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

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

   Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.
2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

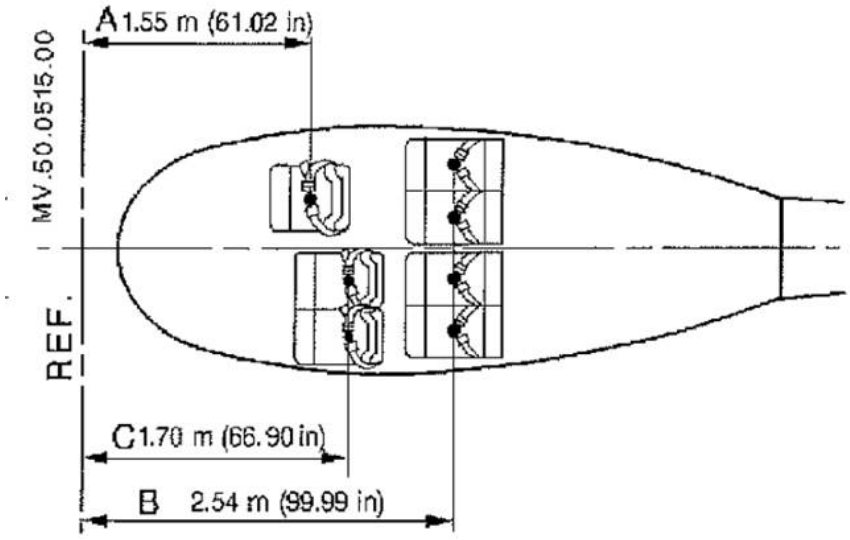


Figure: Airbus Helicopters recommended CG position of forward two-place seat.

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

Effective Date: DCA/AS355/97A - 14 Decemeber 2015
DCA/AS355/97B - 30 June 2016
DCA/AS355/97C - 26 April 2018

CAA Approved
AS355 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS355 series helicopters fitted with a forward two-place seat.

Applicability:

All AS355 series helicopters fitted with any forward two-place seat.

Requirements:

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

The combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

The weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

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

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

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

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

* This page is inserted by NZ AD DCA/AS355/97B or 97C.

Page 1 of 1

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0022 Main Gearbox Casings – Inspection

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3121-07 or equipped with MGB bottom casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0109R1 Fueltron Flowmeter – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.

Effective Date: EASA AD 2016-0109 - 28 June 2016
EASA AD 2016-0109R1 - 10 November 2016

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

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

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained, and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with an AP, and AS 355 N and AS 355 NP helicopters, all S/N without an AP installed, but embodied with mod 071908; except helicopters that have mod 074819 embodied.

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

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0159 Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers.

Effective Date: 8 September 2017

Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit). These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection

Applicability: All AS355 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.355.

Note: DCA/AS355/98A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.355.

Requirement: To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.150, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM.

   Introduce OAL ICA MB 25.00.150 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.150 revision 1, or later approved revision, unless previously accomplished.

2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.150 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. For bucket operations: Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.

   For non-bucket operations: By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS355/98 - 28 June 2018
DCA/AS355/98A - 25 October 2018

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 4 October 2018

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service

Applicability: All AS355 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.

Requirement: To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the list of technical data accepted by the Director on the CAA website.

Note 2: In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.

Compliance: By 31 March 2019

Effective Date: 31 January 2019

Transport Canada CF-2019-01 HETS STC SH98-35

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

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.

Note: HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).

Effective Date: 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.

Effective Date: 3 April 2019

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP series helicopters, all S/N.

Effective Date: 29 August 2019

2019-0228 Electric Hoist Installation – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.

Effective Date: 26 September 2019

FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection

Applicability: AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP series helicopters embodied with STC SR00645LA.

Effective Date: 28 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.

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

Note 2: The visual inspection before every flight, per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

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

2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 series helicopters, all S/N fitted with a Rolls-Royce Corporation (formerly Allison) engine model 250-C20F.

Effective Date: 22 December 2020

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

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N, except those helicopters embodied with MOD MC20096.

Effective Date: 2 February 2021

2021-0027R1 Collective Controls – Modification

Applicability: AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2021-0027 - 3 February 2021
EASA AD 2021-0027R1 – 3 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0099 Cancelled – EASA AD 2023-0075 refers

Effective Date: 14 April 2023

2021-0193 Cancelled – EASA AD 2024-0134 refers

Effective Date: 25 July 2024

2021-0265 Cowlings - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N.

Effective Date: 7 December 2021

2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025

2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection

Applicability: AS 355 E, F, F1, F2 and N helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS355 Service Bulletin (SB) No. AS355 SB No. 53.00.34 as in service.

AS 355 NP helicopters, S/N 5747, and 5749 through to 5766 inclusive, except helicopters embodied with AH AS355 SB No. 53.00.34 in service.

Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.

Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022

2022-0069 Cancelled – EASA AD 2022-0180 refers

Effective Date: 12 September 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 28 July 2022

2022-0180 Tail Rotor Drive Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 12 September 2022

2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with hoist provisions (hoist fixed parts).

Effective Date: 24 November 2022

2022-0246 Main Rotor Blades - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0131 Sliding Doors - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0154R1 Vertical Upper Fin Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2023-0154 – 3 August 2023
EASA AD 2023-0154R1 – 26 July 2024

2024-0127 Tail Rotor Drive Fan Wheel and 2nd Stage Impeller - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N helicopters, all S/N.

Effective Date: 25 July 2024

2024-0134 Cancelled – EASA AD 2026-0103 refers

Effective Date: 9 June 2026

*** 2024-0139 Cancelled EASA AD 2026-0202 refers**

Effective Date: 9 November 2026

2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection

Applicability: AS 355 NP and AS 355 N helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).

Effective Date: 6 February 2025

2025-0052 Fan Support Legs – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 27 March 2025

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters not embodied with modification 0720257.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026

2025-0287 Fuel Draining System - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 29 January 2026

2026-0103 Airworthiness Limitations Section - Amendment

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 9 June 2026

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

Applicability: AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 23 July 2026

2026-0146 Mechanical Dropping Control - Inspection

Applicability: AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 3 September 2026

*** 2026-0202 Vertical Fin – Inspection / Modification**

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2026-0202 may be accomplished by adding the inspection requirement to the helicopter tech log.
The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any evidence of cracks or defects are detected in the right-hand side of the vertical fin spar, then an aircraft maintenance engineer must accomplish an inspection per requirement (6) of EASA AD 2026-0202, before further flight.

Effective Date: 9 November 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

29 October 2026

Notes: 1. This AD schedule is applicable to the following aircraft manufactured by Airbus Helicopters Deutschland GmbH:

Helicopter Model:	EASA Type Certificate Number:
MBB-BK117 A-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 A-3	R.010 (previously LBA TC No. 3049).
MBB-BK117 A-4	R.010 (previously LBA TC No. 3049).
MBB-BK117 B-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 B-2	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-2 helicopters (marketed under the EC145 designation.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-2 helicopters (marketed under the EC145 T2 and H145 designations.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-3 helicopters (marketed under the H145 designation.)	R.010 (previously LBA TC No. 3049).

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. This AD Schedule includes Luftfahrt Bundesamt (LBA) and Federal Aviation Administration (FAA) ADs mandated by EASA.

4. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz

5. The date above indicates the amendment date of this schedule.

6. New or amended ADs are shown with an asterisk. *

Contents

DCA/MBB117/1 Cargo Hook - Modification....5
DCA/MBB117/2 Main Transmission Assembly – Inspection....5
DCA/MBB117/3 Cancelled by LBA AD 1986-001/2....5
DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework....5
DCA/MBB117/5 Fire Extinguishing System – Inspection....5
DCA/MBB117/6 Main Rotor Blade Bolts – Inspection....6
DCA/MBB117/7 Electrostatic Dischargers & Electrical Bonding – Inspection....6
DCA/MBB117/8 Fuel System – Inspection....6

DCA/MBB117/9 Cancelled – EASA AD 2017-0193 refers 6
DCA/MBB117/10 Main Transmission – Life Limitation 7
DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers 7
DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification 7
DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers 7
DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers 7
DCA/MBB117/15 Fire Protection System – Rework 7
DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection 8
DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment 8
DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers 9
DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment 9
DCA/MBB117/20 Cancelled – DCA/MBB117/21 refers 9
DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers 9
DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection 9
DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection 10
DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers 10
DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection 10
DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification 11
DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers 12
DCA/MBB117/28 Main Rotor Controls – Inspection 12
DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers 12
DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment 13
DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection 13
DCA/MBB117/32A Generator Control Unit – Inspection 13
DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification 14
DCA/MBB117/34 Cancelled – EASA AD 2011-0168R1 refers 14
DCA/MBB117/35 Generator Control Unit – Inspection 15
DCA/MBB117/36 Tail Rotor Pitch Links – Inspection 15
DCA/MBB117/37 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue 16
DCA/MBB117/38 Vertical Fin – Inspection 16
DCA/MBB117/39 Main Rotor System – Inspection 16
DCA/MBB117/40 Tail Rotor – Inspection 17
DCA/MBB117/41 Main Rotor Blades – Inspection 17
DCA/MBB117/42 External Rescue Hoist – Deactivation and Modification 17
DCA/MBB117/43 Cancelled – EASA AD 2013-0159 refers 17
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. 18
2012-0196 Cancelled – EASA AD 2013-0135 refers 18
2012-0216 Autopilot – Dispatch Restriction 18
2012-0263 Cancelled – EASA AD 2013-0189 refers 18
2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment 18
2013-0154 N2 Control Arm – Inspection and Modification 18
2013-0159 Cancelled – EASA AD 2017-0174 refers 18
2013-0176 Flight System Actuators – Inspection 18
2013-0182 Lateral and Longitudinal Trim Actuator – Inspection 18
2013-0189 Flight Control Display System Wire Harness - Modification 18
2014-0046-E Cancelled – EASA AD 2014-0057 refers 18
2014-0057 Cancelled – EASA AD 2015-0019R1 refers 19
2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment 19
2014-0180R1 Cancelled – EASA AD 2015-0166 refers 19
2014-0188R4 Emergency Flotation System – AFM Supplement 19
2014-0211 Hoist Control Pendant Wiring Harness – Inspection 19
2015-0019R1 External Rescue Hoist System – Inspection 19

2015-0044	Electrical Terminals – Inspection	19
2015-0045	Cancelled – EASA AD 2016-0002 refers	19
2015-0098	Starter-generator/Voltage Regulator Grounding – Inspection	19
2015-0144	Collective Lever Wiring Harness – Inspection	19
2015-0163R1	Doors Jettison System - Removal	20
2015-0166	Cancelled – EASA AD 2016-0060 refers	20
2015-0198	Cancelled – EASA AD 2019-030 refers	20
2015-0210R2	Cancelled – EASA AD 2017-0047 refers	20
2016-0001	Air Conditioning Air Inlet Cover Ring – Inspection	20
2016-0002	Main Rotor Blade Vibration Absorber – Inspection	20
2016-0060	Cancelled – EASA AD 2016-0142 refers	20
2016-0134	Tail Rotor Gearbox Housing - Inspection	20
2016-0142R1	Swashplate Assembly - Inspection	20
2017-0026	Overhead Panel Shock Mounts - Inspection	20
2017-0037	Rotor Mast Nut and Helical Gear Support - Inspection	21
2017-0038	Cable Cut Flip Guard - Inspection	21
2017-0047	Module Plate Assembly - Inspection	21
2010-0058R1	Tail Rotor, Cyclic and Collective Control Levers – Inspection	21
2017-0094	Trim Actuators – Inspection	21
2017-0146	Cancelled – EASA AD 2018-0230 refers	21
2017-0174	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment	21
2017-0177	Outboard Load System – Inspection	21
2017-0193	Main Rotor Mast – Inspection	21
2017-0238	Cancelled – EASA AD 2019-0208 refers	21
2018-0046	Tail Gearbox – Inspection	21
2018-0061	Blade Thimbles - Inspection	22
2011-0168R1	Instrument Lighting Display Brightness - Inspection	22
2018-0163	Cancelled – EASA AD 2021-0116 refers	22
2018-0225-E	Hook Mount Assembly - Inspection	22
2018-0230	Cancelled – EASA AD 2019-0208 refers	22
2018-0283	Cancelled – EASA AD 2020-0257 refers	22
2019-0030	Cancelled – EASA AD 2019-0275 refers	22
2019-0198	Flight Controls Wiring Harness - Modification	22
2019-0208	Aircraft Management Computer – Software Modification	22
FAA AD 2019-10-51	FAA STC SR00592DE – Inspection	22
2019-0258	Tail Rotor Drive Titanium Bolts – Inspection	22
2019-0275	Engine Mount Bushings – Inspection	23
2019-0305R1	Cabin Wiring Harness – Inspection	23
2019-0313	Cancelled – EASA AD 2022-0086 refers	23
2020-0013	Hand Held Fire Extinguishers – Inspection	23
2020-0064	Emergency Flotation System – Inspection	23
2020-0084	Collective Lever Switch Unit – Inspection	23
2020-0246	Lateral Control Rod Wiring – Inspection	23
2020-0257	Main Rotor Actuator – Inspection	23
2021-0074	Collective Bellcrank – Inspection	23
2021-0116	Co-pilot Collective Lever Wire Harness - Inspection	23
2021-0122	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment	23
2021-0160	Main Rotor Flex Control Unit Bearing Pin – Inspection	24
2021-0231	Emergency Flashlight – Replacement	24
2021-0287	(Correction) Seat Belt Restraint System – Inspection	24
2021-0289-E	Aircraft Flight Manual - Amendment	24
2021-0290	(Correction) Airworthiness Limitations - Amendment	24
2022-0077-E	Flight Control Flexball Cables - Replacement	24
2022-0086	Tail Rotor Actuator - Inspection	24

2022-0097 Instrument Flight Rule Screens - Removal....24
2022-0143 Cancelled - EASA AD 2022-0168 refers....24
2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment....24
2022-0208 AFM Emergency and Malfunction Procedures - Amendment....25
2022-0228 Horizontal Control Rods Bolts - Replacement....25
2023-0006-E Swashplate Assembly - Inspection....25
2023-0066 Hoist Boom Assembly - Inspection....25
2023-0175 Altitude Correction – AFM Amendment....25
2023-0213 Cargo Hook Damper – Inspection....25
2024-0107 Medical Equipment Support – Inspection....25
2024-0131 Main Rotor Control Rods / Pitch Links Assemblies– Inspection....25
2024-0222 (Correction) Equipment Rack Extension Support Rails – Modification....25
2024-0237-E Tail Rotor Actuator – Inspection....26
2024-0249 Cancelled – EASA AD 2026-0081 refers....26
2025-0027 Swashplate Inner and Outer Ring Bolts – Inspection....26
2025-0028 Main Rotor Head – Inspection....26
2025-0029 Swashplate – Inspection....26
2025-0051R1 Hoist – Replacement....26
2025-0055 Rescue Hoist Cable Drum – Inspection....26
2025-0153 Cargo Common Hook Beam – Modification....26
2025-0188 Large Hook Damper Assembly – Modification....27
2025-0217 Rotor Flight Control Fork Lever - Inspection....27
2025-0298-E Cancelled – EASA AD 2026-0127 refers....27
2026-0050 Automatic Flight Control System – Functional Check Flight....27
2026-0078-E Cancelled – EASA AD 2026-0091 refers....27
2026-0081 Warning Unit Emergency Off Switches – Operational Check / Replacement....27
2026-0087 Main Rotor Drive Vertical Mount – Inspection / Life Limitation....27
2026-0091 Cancelled – EASA AD 2026-0151 refers....27
2026-0096 Integrated Modular Avionics and AFM - Inspection and Amendment....27
2026-0109 Low Pressure Oxygen Hoses - Replacement....27
2026-0127 Main Rotor Swashplate - Inspection....27
2026-0151 Main Rotor Drive Hub Shaft - Inspection....27
2026-0152 Vapour Cyle Airconditioning System - Inspection....28
* 2026-0188 Warning Unit Emergency Off Switches – Operational Check....28
* 2026-0201 Emergency Flotation System Adhesive Label – Removal....28

DCA/MBB117/1 Cargo Hook - Modification

Applicability: All model MBB-BK117 aircraft fitted with a cargo hook release mechanism P/N S1609-1-117A.

Requirement: To prevent inadvertent release of the cargo hook load under certain flight conditions accomplish the instructions in MBB Helicopters Service Bulletin No. SB-MBB-BK117-80-4, revision 1, dated 27 November 1984.
(LBA AD 1984-177/2 refers)

Compliance: Before further use of the cargo hook, or by 26 July 2007 whichever is the later, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/2 Main Transmission Assembly – Inspection

Applicability: All model MBB-BK117 aircraft fitted with main transmission assembly P/N 117-12005-01.

Requirement: To prevent the free wheel unit from being damaged due to the possibility of locating pin P/N 117-12037-01 being incorrectly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-2, dated 15 July 1985.
(LBA AD 1985-208 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/3 Cancelled by LBA AD 1986-001/2

Effective Date: 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

Applicability: All model MBB-BK117 aircraft, S/N all through 7121.

Requirement: To prevent failure of the tail rotor gearbox attachment screws due to the possibility of suspect screws being fitted, replace the two screws with bolts per the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-4, dated 27 March 1986.
(LBA AD 1986-149 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/5 Fire Extinguishing System – Inspection

Applicability: All model MBB-BK117 aircraft fitted with a fire extinguishing system P/N 117-75201-01.

Requirement: To prevent failure of the fire extinguishing system due to the possibility of the ball rod retainer fitted to the check tee valve P/N 35200100 not being correctly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-70-100, dated 11 August 1986.
(LBA AD 1986-190 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/6 **Main Rotor Blade Bolts – Inspection**

Applicability: All model MBB-BK117 aircraft.

Requirement: To prevent failure of the main rotor blade secondary attachment bolts due to the possibility of cracks at the junction of the bolt head and the shank, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-101, revision 1, dated 26 May 1987, or later approved revisions.
(LBA AD 1987-106/2 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/7 **Electrostatic Dischargers & Electrical Bonding – Inspection**

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To improve the discharge of electrostatic energy between numerous aircraft components and to also ensure that the aircraft landing gear is correctly bonded, accomplish the following:

1. Install and/or rework electrostatic dischargers and electrical bonding per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-105, dated 23 May 1990, or later approved revisions.

2. Replace or rework bonding jumpers per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-104, dated 11 August 1989, or later approved revisions.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/8 **Fuel System – Inspection**

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To prevent loss of fuel supply to the aircraft engine due to the possibility of the fuel vents being completely or partially blocked which may result in engine failure, and also to prevent the risk of flammable fuel/air mixture developing in the fuel vent system due to warm fuel flowing through the fuel return line into the fuel vent system, accomplish the following:

1. Inspect and clear the fuel vent holes per the instructions in paragraph 2 of MBB Helicopters Service Bulletin No. SB-MBB-BK117-60-108, dated 22 December 1989.

2. Remove the fuel return lines per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-60-107, dated 12 December 1989.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/9 **Cancelled – EASA AD 2017-0193 refers**

Effective Date: 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7250 and 7500 through to 7509.

Requirement: To prevent failure of the bevel gear P/N 117-12215-01 the life limit has been changed to 18500 hours TIS.

Accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-113, revision 1, dated 17 December 1997.
(LBA AD 1997-350 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers

Effective Date: 9 October 2012

DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7253 and 7500 through to 7523.

Note: For aircraft S/N 7001 through to 7201 the accomplishment of ASB-MBB-BK 117-20-104 is required prior to the accomplishment of this AD.

Requirement: To prevent the transmission and engine cowlings doors opening during flight, accomplish the instructions in paragraph 2 of Eurocopter Service Bulletin No. SB-MBB-BK117-20-109, revision 2, dated 30 April 1999.
(LBA AD 1999-302 refers)

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers

Effective Date: 24 April 2008

DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers

Effective Date: 14 September 2007

DCA/MBB117/15 Fire Protection System – Rework

Applicability: Model MBB-BK 117C-2 aircraft, S/N 9004 through to 9104, 9106, 9107 and 9111, fitted with fire extinguishing system B262K1002-801, B262K1003-801 or B262K1004-801.

Requirement: To prevent inadvertant operation of the fire protection system due to the possibility of injection tubes becoming disconnected, replace the affected clamps in accordance with the instructions in Eurocopter Deutschland Alert Service Bulletin No. MBB BK117 C-2-26A-001 dated 22 January 2007.
(EASA AD 2007-0121 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection

Applicability: Model MBB-BK 117C-2 aircraft, all S/N fitted with Tail Rotor Control Lever P/N B642M1009103.

Note 1: This AD supersedes DCA/MBB117/14 and introduces a terminating action to the repetitive inspection requirements.

Requirement: To prevent separation of the dynamic weights on the tail rotor, which could result in severe vibration and affect aircraft control, accomplish the following:

1. Visually inspect the control lever per the instructions in section 3.A of Eurocopter Deutschland Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 revision 01 or revision 02.

If score marks, notching, scratching, cracks or similar damage is detected, replace the affected control lever, before further flight.

2. Replace all tail rotor control levers P/N B642M1009103 and weights P/N B642M1011202 per the instructions in section 3.B of ASB MBB BK117 C-2-64A-002 revision 02.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Tail Rotor Control Levers P/N B642M1009103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0237 refers)

Compliance: 1. For helicopters that have not been previously inspected per DCA/MBB117/14:

Before further flight and thereafter at intervals not to exceed 8 hours TIS.

For helicopters that have been previously inspected per DCA/MBB117/14:

Within the next 8 hours TIS or within 25 hours TIS since the last inspection as required by DCA/MBB117/14, whichever occurs sooner, and thereafter at intervals not to exceed 8 hours TIS.

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment

Applicability: All MBB-BK 117 C-1 and MBB-BK 117 C-2 helicopters, all S/N except those helicopters embodied with Turboméca Modification TU358 on both engines.

Note 1: This AD revised to expand the AD applicability to include MBB-BK 117 C-1 aircraft with no change to the AD requirement.

Requirement: To prevent a loss of engine power at high altitude, accomplish the requirements in EASA AD 2008-0061.

Note 2: Eurocopter Deutschland ASB No. ASB-MBB-BK117-60-121 revision 4 or ASB No. MBB BK117 C-2-71A-003 revision 3, as applicable, both dated 11 December 2007 or later EASA approved revisions pertains to the subject of this AD.
(EASA AD 2008-0061 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0061.

Effective Date: DCA/MBB117/17 - 24 April 2008
DCA/MBB117/17A - 27 September 2012

DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers

Effective Date: 29 April 2010

DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment

Applicability: Model MBB-BK 117 C-2 aircraft, S/N 9004 through to 9230

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

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. MBB BK 117C-2-67A-008, dated 14 April 2008 or later approved revisions.

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

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

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

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

Effective Date: 31 July 2008

DCA/MBB117/20 Cancelled – DCA/MBB117/21 refers

Effective Date: 22 July 2009

DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers

Effective Date: 24 June 2010

DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N.

Requirement: To prevent failure of the long tail rotor drive shaft due to the possible erroneous installation of blind rivets instead of solid rivets which can result in loss of tail rotor drive, accomplish the following:

1. Inspect the aircraft log books or the long tail rotor drive shaft and determine if any blind rivets are fitted to the tail rotor drive shaft per the instructions in Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.
<u>If any blind rivets are found fitted</u> to the long tail rotor drive shaft, accomplish requirement 2 of this AD. If no blind rivets are fitted to the long tail rotor drive shaft then no further AD action is required.

2. Replace the affected tail rotor drive shaft with a serviceable part per the instructions in ASB MBB BK 117 C-2-65A-003.

3. <u>Do not repair</u> any long tail rotor drive shafts per the instructions in Eurocopter Deutschland ECD MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3, <u>and do not install</u> any long tail rotor drive shafts that have been repaired per the instructions in the MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.
(EASA AD 2009-0119 refers)

Compliance:
1. Within the next 100 hours TIS.
2. Within the next 100 hours TIS after accomplishment of requirement 1 of this AD.
3. From 30 July 2009.

Effective Date: 30 July 2009

DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N

Requirement: To prevent the bellcrank bearing movement due to possible incorrect staking which could cause interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, and result in reduced helicopter control, accomplish the following:

1. Inspect affected bearings for correct attachment and modify affected bellcrank assemblies per the instructions in Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 revision 1, dated 23 February 2010 or later EASA approved revisions. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

2. Inspect the bellcrank levers per the instructions in ASB MBB BK117 C-2-67A-011. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

3. Bellcranks or bellcrank assemblies held as spares delivered before 17 February 2010 shall not be fitted to any aircraft unless the inspection per the instructions in ASB MBB BK117 C-2-67A-011 has been accomplished. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before installation on an aircraft.

Note: The installation of replacement parts per the requirements of this AD and ASB MBB BK117 C-2-67A-011 is not a terminating action to the repetitive inspections specified in requirement 2 of this AD.
(EASA AD 2010-0045 2nd Correction refers)

Compliance:
1. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner.
2. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS.
3. Within 100 hours TIS but not before accumulating 50 hours TIS after installation.

Effective Date: 29 April 2010

DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers

Effective Date: 7 April 2017

DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with an Intermediate Gearbox (IGB) bevel gear P/N 4639 310 065.

Note: This AD revised editorially to clarify the applicability with no change to the AD requirement.

Requirement: To prevent failure of the Intermediate Gearbox (IGB) bevel gear which can result in loss of aircraft control, accomplish the following:

1. Determine the S/N of the bevel gear P/N 4639 310 065 fitted in the aircraft IGB per Eurocopter Deutschland ASB MBB BK117 C-2-04A-005 revision 02, dated 28 April 2010 or later EASA approved revisions.

If the IGB is not fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005 no further action is required.

If the IGB is fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005, amend the aircraft maintenance programme with the reduced life limit per ASB MBB BK117 C-2-04A-005, and replace the affected bevel gear with a serviceable part before reaching the reduced life limit per the instructions in ECD ASB MBB BK117 C-2-04A-005.

If the IGB is fitted with an affected bevel gear which has already exceeded the reduced life limit, replace the affected bevel gear with a serviceable part per ASB MBB BK117 C-2-04A-005 before further flight.

2. A bevel gear P/N 4639 310 065 with an affected S/N listed in table 1 of ECD ASB MBB BK117 C-2-04A-005 shall not be fitted to any aircraft unless the requirements of this AD have been accomplished.
(EASA AD 2010-0096 refers)

Compliance: 1. By 26 September 2010.
2. From 26 August 2010.

Effective Date: DCA/MBB117/25 - 24 June 2010
DCA/MBB117/25A - 26 August 2010

DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/MBB117/26. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

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

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

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB MBB BK117 C-2-31A-041, or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD.

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB MBB BK117 C-2-31A-041 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

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

Note 3: Eurocopter Deutschland GmbH (ECD) ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2010-0207R1 refers)

Compliance: 1. By 23 October 2010 (ten days after the effective date of DCA/MBB117/26).
2. By 13 December 2010 (two months after the effective date of DCA/MBB117/26).
3. From 13 October 2010 (the effective date of DCA/MBB117/26).

Effective Date: DCA/MBB117/26 - 13 October 2010
DCA/MBB117/26A - 30 June 2011

DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers

Effective Date: 29 September 2011

DCA/MBB117/28 Main Rotor Controls – Inspection

Applicability: Model MBB-BK 117 C-2 helicopters, all S/N.

Requirement: To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

1. Revise the AFM and introduce the following text into section 5.1.9 Performance of the AFM.

”For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the rightrear side, where 20 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.
For hover out of ground effect in density altitudes above 7000ft, controllability has also been demonstrated for winds up to 30 kts, except for winds from the right to the right-rear side, where 17 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.”

Revise the AFM and introduce the the information in appendix 2 of EASA AD 2010-0248 into the AFM supplement 9.2-11 “External Hoist System”, as applicable.

Note 1: Requirement 1 of this AD may be accomplished by inserting a copy of appendices 1 and 2 of EASA AD 2010-0248 into the AFM.

2. Inspect the rigging of the power boosted section of the main rotor controls per the instructions in ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 or later EASA approved revisions.

If improper rigging is found, correct the rigging per the instructions in TR 12b dated 16 September 2010 of the MBB-BK117 C-2 AMM.

When the inspection and corrective actions per requirement 2 have been accomplished, remove the AFM changes introduced by requirement 1 of this AD.

3. Any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be accomplished per the instructions in TR 12b of the MBB-BK117 C-2 AMM.

Note 2: Compliance with requirements 3 of this AD can be accomplished by revising the Aircraft Maintenance Programme by incorporating the rigging instructions contained in ECD TR 12b of MBB BK117 C-2 AMM.

Note 3: ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 and ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010 and later EASA approved revisions of these documents is acceptable for compliance with the requirements of this AD.
(EASA AD 2010-0248 refers)

Compliance: 1. By 23 January 2011.
2. Within the next 300 hours TIS or by 23 December 2011, whichever occurs sooner.
3. From 23 December 2010.

Effective Date: 23 December 2010

DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers

Effective Date: 6 September 2011

DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N fitted with a Three-Axis Autopilot System.

Requirement: To prevent a condition which could result in the autopilot conducting a descent and level off below the minimum safety altitude, amend supplement 9.2-1 for the Automatic Flight Control System in the AFM with the flight manual pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 dated 20 December 2010 or later EASA approved revisions and inform the flight crew.
(EASA AD 2010-0270-E refers)

Compliance: Before the next IFR flight.

Effective Date: 27 January 2011

DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection

Applicability: Model MBB-BK117 C-2 helicopters, all S/N fitted with jettisonable sliding doors.

Requirement: To prevent unintended jettison of a sliding door during normal opening due to possible incorrect installation of the door guides and release cables which could result in loss of the door in flight, damage to the aircraft and/or loss of aircraft control, accomplish the following:

Inspect the sliding door installation, the door guides and the release mechanism per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

If any defects are found as described in ECD ASB MBB-BK117 C-2-52A-015 accomplish the applicable corrective actions per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

Note: ECD ASB MBB BK117 C-2-52A-015 dated 26 April 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0107 refers)

Compliance: Within the next 50 hours TIS or by 30 August 2011 whichever occurs sooner, and thereafter every time the door guides of jettisonable sliding doors are installed.

Effective Date: 30 June 2011

DCA/MBB117/32A Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Note: This AD revised to extend the AD compliance time for those aircraft embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011.

Requirement: To prevent loss of generator electrical power due to a possible electrical short circuit in the Generator Control Unit (GCU), accomplish the following:

1. For helicopters <u>not embodied with</u> the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

2. For helicopters embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

3. Affected GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” shall not be installed on any aircraft.
(EASA AD 2011-0149R1 refers)

Compliance: 1. Within the next 300 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 February 2012 whichever occurs sooner, unless previously accomplished.

2. Within the next 500 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 December 2012 whichever occurs sooner, unless previously accomplished.

3. From 25 August 2011 (the effective date of DCA/MBB117/32).

Effective Date: DCA/MBB117/32 - 25 August 2011
DCA/MBB117/32A - 27 October 2011

DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification

Applicability: Model MBB-BK117 C-2 aircraft, S/N 9004 through to 9500.

Note: This AD supersedes DCA/MBB117/29 to introduce another AFM amendment and a terminating modification.

Requirement: To prevent generator failure which could result in loss of electrical power and electrical systems required for safe flight, accomplish the following:

1. Amend the AFM by inserting the applicable pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 dated 20 December 2010 or later EASA approved revisions into the AFM and inform the flight crew.

2. Amend the AFM by removing the pages introduced by requirement 1 of this AD, and insert the pages provided in ECD MBB BK117 C-2 RFM TR 11 dated 09 August 2011, or later EASA approved revisions into the AFM and inform the flight crew.

3. Modify the aircraft per the instructions in ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011 or later EASA approved revisions.

4. An after-junction box shall not be fitted to any aircraft, unless the after-junction box has been modified per the requirements in this AD.
(EASA AD 2011-0162 refers)

Compliance: 1. Before further flight unless previously accomplished.

2. Within the next 25 hours TIS or by 6 October 2011 whichever occurs sooner.

3. By 6 January 2012.

4. From 6 September 2011.

Effective Date: 6 September 2011

DCA/MBB117/34 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/MBB117/35 Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Requirement: To prevent loss of electrical generating power due to possible overvoltage in the electrical power system which can result in damage to electronic equipment required for the continuation of safe flight, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if a P/N 51530-001EI GCU is installed on the helicopter.

If a P/N 51530-001EI GCU is found fitted, amend the AFM and introduce MBB BK117 C-2 AFM revision 15 or higher and accomplish a visual inspection of the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006.

If damage is found or suspected to be present, replace the wire terminal per the instructions in section 3.F of ASB C-2-24A-006 before further flight.

2. Replace affected GCU P/N 51530-001EI with a GCU with P/N 51530-021EI “MOD C” or higher.

3. An affected GCU P/N 51530-001EI shall not be fitted to any aircraft.

Note 1: The replacement of the wire terminal is not a terminating action for the repetitive inspections mandated by requirement 1 of this AD. The installation of a GCU P/N 51530-021EI “MOD C” or higher is a terminating action to the repetitive inspections mandated by this AD.

Note 2: ECD ASB MBB-BK117 C-2-24A-006 revision 3, dated 6 July 2011 and later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0208 refers)

Compliance: 1. Within the next 50 hours TIS and thereafter inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006 every time the starter/generator is removed and/or the wiring is disconnected from the starter/generator.
2. By 8 March 2012.
3. From 8 December 2011.

Effective Date: 8 December 2011

DCA/MBB117/36 Tail Rotor Pitch Links – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1 and MBB-BK117 C-2 helicopters fitted with tail rotor pitch links P/N 117-31821, 117-31822 or B642M1018101 with a S/N listed in appendix 1 of Able Engineering & Component Services (Able) ASB No. 2012-001 revision IR, dated 7 March 2012.

Requirement: To prevent failure of the tail rotor pitch link due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in FAA AD 2012-13-11.
(FAA AD 2012-13-11 refers)

Compliance: Before further flight for pitch links installed within the last 10 hours TIS.
Within the next 10 hours TIS for all other affected pitch links.

Effective Date: 7 August 2012

DCA/MBB117/37 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

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

EASA AD No:	Eurocopter Service Information:	Subject:	AD Requirement:
2010-0049	ASB-MBB-BK117-40-113 dated 22 December 2008	Rotors Flight Control – Cyclic-Stick Locking Device – Modification	Installation of a cyclic stick locking/centering device
2011-0214	ASB-MBB-BK117-90-122 dated 10 October 2011	Electrical Power – Generator Control Unit – Identification and Replacement	Replace the GCU with P/N 51530-001EI

Note 1: Each part of this AD (each individual EASA AD) shall be certified in the aircraft log book separately.

Note 2: Manufacturer service information at a later approved revisions are acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 27 September 2012

DCA/MBB117/38 Vertical Fin – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent vertical fin failure, accomplish the requirements in LBA AD D-1997-144R4.

Note: Eurocopter Deutschland ASB-MBB-BK 117-30-106 revision 5, dated 4 October 2005 or later EASA approved revisions pertains to the subject of this AD.
(LBA AD D-1997-144R4 refers)

Compliance: At the compliance times specified in of LBA AD D-1997-144R4.

Effective Date: 27 September 2012

DCA/MBB117/39 Main Rotor System – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent main rotor system failure, accomplish the requirements in LBA AD D-2005-115.

Note: Eurocopter Deutschland ASB-MBB-BK117-10-125 dated 14 February 2005 or later EASA approved revisions pertains to the subject of this AD.
(LBA AD D-2005-115 refers)

Compliance: At the compliance times specified in of LBA AD D-2005-115.

Effective Date: 27 September 2012

DCA/MBB117/40 Tail Rotor – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2008-0206.

Note: Eurocopter Deutschland GmbH BK117 ASB No. ASB-MBB-BK117-30-113 dated 23 September 2008 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2008-0206 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0206.

Effective Date: 27 September 2012

DCA/MBB117/41 Main Rotor Blades – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N fitted with main rotor blades listed in Eurocopter Deutschland GmbH (ECD) ASB-MBB-BK117-10-108 revision 4.

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2009-0199.

Note: Eurocopter Deutschland GmbH ASB-MBB-BK117-10-108 revision 4 dated 17 August 2009 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2009-0199 refers)

Compliance: At the compliance times specified in of EASA AD 2009-0199.

Effective Date: 27 September 2012

DCA/MBB117/42 External Rescue Hoist – Deactivation and Modification

Applicability: Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

Requirement: To prevent failure of the external rescue hoist, accomplish the requirements in EASA AD 2011-0148R1.

Note: ECD ASB MBB-BK117-80-166 revision 1, dated 04 August 2011 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2011-0148R1 refers)

Compliance: At the compliance times specified in of EASA AD 2011-0148R1.

Effective Date: 27 September 2012

DCA/MBB117/43 Cancelled – EASA AD 2013-0159 refers

Effective Date: 5 August 2013

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0196 Cancelled – EASA AD 2013-0135 refers

Effective Date: 16 July 2013

2012-0216 Autopilot – Dispatch Restriction

Applicability: MBB-BK 117 C-2 helicopters, all serial numbers.

Effective Date: 22 October 2012

2012-0263 Cancelled – EASA AD 2013-0189 refers

Effective Date: 2 September 2013

2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: 16 July 2013

2013-0154 N2 Control Arm – Inspection and Modification

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1 and C-2 helicopters, all serial numbers.

Effective Date: 5 August 2013

2013-0159 Cancelled – EASA AD 2017-0174 refers

Effective Date: 28 September 2017

2013-0176 Flight System Actuators – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0182 Lateral and Longitudinal Trim Actuator – Inspection

Applicability: MBB-BK117 C-2, helicopters, all serial numbers, with at least one of the following Duplex Trim Actuator Part Numbers (P/N) installed:

Duplex Trim Actuator lateral P/N 418-00878-050 or P/N 418-00878-051, and/or Duplex Trim Actuator longitudinal P/N 418-00878-000 or P/N 418-00878-001.

Effective Date: 26 August 2013

2013-0189 Flight Control Display System Wire Harness - Modification

Applicability: MBB-BK117 C-2 helicopters equipped with dual pilot instruments, and equipped with optional equipment ”Night Vision Imaging System (NVIS)/Night Vision Goggles (NVG)”, or with ”Special Cockpit Lighting” (NVG friendly), S/N 9004 to 9500 inclusive, except S/N 9418, 9432, 9435, 9445, 9448, 9454, 9460, 9465 and 9476.

Effective Date: 2 September 2013

2014-0046-E Cancelled – EASA AD 2014-0057 refers

Effective Date: 7 March 2014

2014-0057 Cancelled – EASA AD 2015-0019R1 refers

Effective Date: 13 February 2015

2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N up to 9675 inclusive, if equipped with optional Automatic Flight Control System (AFCS).

Effective Date: 29 May 2014

2014-0180R1 Cancelled – EASA AD 2015-0166 refers

Effective Date: 25 August 2015

2014-0188R4 Emergency Flotation System – AFM Supplement

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N, fitted with Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching provision from the helicopter Manufacturer or by a Supplemental Type Certificate (STC).

Effective Date: EASA AD 2014-0188R1 – 7 November 2014
EASA AD 2014-0188R2 – 25 March 2015
EASA AD 2014-0188R3 – 22 July 2015
EASA AD 2014-0188R4 – 22 July 2015

2014-0211 Hoist Control Pendant Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers, when equipped with optional equipment external mounted hoist system.

Effective Date: 22 September 2014

2015-0019R1 External Rescue Hoist System – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N if fitted with a Goodrich external mounted hoist.

Effective Date: 2015-0019-E - 7 February 2015
2015-0019R1 - 13 February 2015

2015-0044 Electrical Terminals – Inspection

Applicability: MBB-BK117 C-2 helicopters, serial numbers as listed in Appendix 1 of this AD.

Effective Date: 27 March 2015

2015-0045 Cancelled – EASA AD 2016-0002 refers

Effective Date: 18 January 2016

2015-0098 Starter-generator/Voltage Regulator Grounding – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers.

Effective Date: 16 June 2015

2015-0144 Collective Lever Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers up to 9708 inclusive.

Effective Date: 4 August 2015

2015-0163R1 Doors Jettison System - Removal

Applicability: MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: EASA AD 2015-0163 - 20 August 2015
EASA AD 2015-0163R1 - 27 April 2016

2015-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0198 Cancelled – EASA AD 2019-030 refers

Effective Date: 28 February 2019

2015-0210R2 Cancelled – EASA AD 2017-0047 refers

Effective Date: 27 March 2017

2016-0001 Air Conditioning Air Inlet Cover Ring – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0002 Main Rotor Blade Vibration Absorber – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0134 Tail Rotor Gearbox Housing - Inspection

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: 22 July 2016

2016-0142R1 Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: EASA AD 2016-0142 - 2 August 2016
EASA AD 2016-0142R1 - 26 April 2018

2017-0026 Overhead Panel Shock Mounts - Inspection

Applicability: MBB-BK 117 C-2, MBB-BK117 C-2e, MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 28 February 2017

2017-0037 Rotor Mast Nut and Helical Gear Support - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0038 Cable Cut Flip Guard - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0047 Module Plate Assembly - Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 27 March 2017

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

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 7 April 2017

2017-0094 Trim Actuators – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N up to 20126 inclusive, excluding S/N 20109, 20119 and 20124.

Effective Date: 29 June 2017

2017-0146 Cancelled – EASA AD 2018-0230 refers

Effective Date: 6 November 2018

2017-0174 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0177 Outboard Load System – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N except C-2e variant, and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0193 Main Rotor Mast – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 26 October 2017

2017-0238 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0046 Tail Gearbox – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1 and MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 5 March 2018

2018-0061 Blade Thimbles - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 27 March 2018

2011-0168R1 Instrument Lighting Display Brightness - Inspection

Applicability: MBB-BK117 C-2 helicopters, S/N 9004 through to 9450 inclusive, if fitted with an optional NVG system with a secured toggle switch P/N 845UN01F4AD0A (and associated wiring changes), either installed during production, or in-service in accordance with ECD Service Bulletin (SB) MBB-BK117 C-2-33-006 original issue or revision 1.

Effective Date: 26 April 2018

2018-0163 Cancelled – EASA AD 2021-0116 refers

Effective Date: 10 May 2021

2018-0225-E Hook Mount Assembly - Inspection

Applicability: MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 22 October 2018

2018-0230 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0283 Cancelled – EASA AD 2020-0257 refers

Effective Date: 1 December 2020

2019-0030 Cancelled – EASA AD 2019-0275 refers

Effective Date: 21 November 2019

2019-0198 Flight Controls Wiring Harness - Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 31 August 2019

2019-0208 Aircraft Management Computer – Software Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 29 August 2019

FAA AD 2019-10-51 FAA STC SR00592DE – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 19 September 2019

2019-0258 Tail Rotor Drive Titanium Bolts – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 1 November 2019

2019-0275 Engine Mount Bushings – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 21 November 2019

2019-0305R1 Cabin Wiring Harness – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters SB MBB-BK117 D-2-25-022, original issue dated 30 June 2021, or later EASA approved revision.

Effective Date: 29 July 2021

2019-0313 Cancelled – EASA AD 2022-0086 refers

Effective Date: 27 May 2022

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1, C-2 and D-2 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0084 Collective Lever Switch Unit – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 17 April 2020

2020-0246 Lateral Control Rod Wiring – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20334 inclusive, except S/N 20274, 20281, 20284, 20286, 20320, 20322, 20327, 20328, 20331 and 20332.

Effective Date: 26 November 2020

2020-0257 Main Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 1 December 2020

2021-0074 Collective Bellcrank – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 29 March 2021

2021-0116 Co-pilot Collective Lever Wire Harness - Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20340.

Effective Date: 10 May 2021

2021-0122 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 27 May 2021

2021-0160 Main Rotor Flex Control Unit Bearing Pin – Inspection

Applicability: MBB-BK117 D-3 helicopters, all S/N, including MBB-BK117 D-2 helicopters that have been converted into MBB-BK117 D-3 with the embodiment of Airbus Helicopters SB MBB-BK117 D-2-00-003.

Effective Date: 29 July 2021

2021-0231 Emergency Flashlight – Replacement

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 29 October 2021

2021-0287 (Correction) Seat Belt Restraint System – Inspection

Applicability: MBB-BK117 C-2, D-2 and D-3 helicopters, all S/N embodied with EASA STC 10038915 or STC 10055175.

Note: This AD re-issued to correct a STC number. Refer EASA STC 10038915 in the applicability.

Effective Date: EASA AD 2021-0287 - 27 January 2022
EASA AD 2021-0287 (Correction) - 24 February 2022

2021-0289-E Aircraft Flight Manual - Amendment

Applicability: MBB-BK117 C-2, D-2, D3 and D-3m helicopters, all S/N.

Effective Date: 27 December 2021

2021-0290 (Correction) Airworthiness Limitations - Amendment

Applicability: MBB-BK117 D3 and D-3m helicopters, all S/N.

Effective Date: EASA AD 2021-0290 (Correction) - 27 January 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: MBB-BK 117 D-2, MBB-BK 117 D-3, MBB-BK 117 D-3m and MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0086 Tail Rotor Actuator - Inspection

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 27 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled - EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment

Applicability: MBB-BK117 D-2 (MBB-BK117 D-2m variant only) and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: EASA AD 2022-0168 - 31 August 2022
EASA AD 2022-0168R1 - 26 September 2025
EASA AD 2022-0168R2 - 11 November 2025
EASA AD 2022-0168R3 - 4 June 2026

2022-0208 AFM Emergency and Malfunction Procedures - Amendment

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, S/N 20070, 21016 and onwards.

Effective Date: 25 October 2022

2022-0228 Horizontal Control Rods Bolts - Replacement

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: 22 December 2022

2023-0006-E Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.

Effective Date: 16 January 2023

2023-0066 Hoist Boom Assembly - Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 7 April 2023

2023-0175 Altitude Correction – AFM Amendment

Applicability: MBB-BK117 D-2, D-2m, D-3 and D-3m helicopters, all S/N.

Effective Date: 26 October 2023

2023-0213 Cargo Hook Damper – Inspection

Applicability: MBB-BK117 C-2, D-2, D-3 and D-3m helicopters, all variants, all S/N.

Effective Date: 22 December 2023

2024-0107 Medical Equipment Support – Inspection

Applicability: MBB-BK117 D-2 and D-3 helicopters, all S/N if modified in accordance with EASA STC 10051018 up to revision 4 (inclusive).

Effective Date: 17 June 2024

2024-0131 Main Rotor Control Rods / Pitch Links Assemblies– Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all S/N.

Effective Date: 25 July 2024

2024-0222 (Correction)Equipment Rack Extension Support Rails – Modification

Applicability: MBB-BK117 C-2, all variants, all S/N, if embodied with EASA STC EASA.R.S.01506, EASA STC 10016765 Rev. 3 (previously STC EASA.IM.R.S.01096), EASA STC 10016793 Rev. 2 (previously STC EASA.IM.R.S.01143), EASA STC 10017157 Rev. 1 (previously STC EASA.R.S.01265), EASA STC 10030992 Rev. 3, EASA STC 10039944 Rev. 1 (previously STC FOCA.21J.004-SADD-2005-001, or STC LBA STC RC 1240), or EASA STC 10075050 (previously STC FOCA 25-20-95, or LBA STC RC 1231), or any earlier revision.

Effective Date: EASA AD 2024-0222 - 6 December 2024
EASA AD 2024-0222 (Correction) - 30 January 2025

2024-0237-E Tail Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 helicopters, all variants, all S/N.

Effective Date: 11 December 2024

2024-0249 Cancelled – EASA AD 2026-0081 refers

Effective Date: 4 May 2026

2025-0027 Swashplate Inner and Outer Ring Bolts – Inspection

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m, helicopters, all S/N.

Effective Date: 27 February 2025

2025-0028 Main Rotor Head – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 27 February 2025

2025-0029 Swashplate – Inspection

Applicability: MBB-BK117 D-3 and D-3m helicopters, all S/N.

Effective Date: 27 February 2025

2025-0051R1 Hoist – Replacement

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

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

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

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

2025-0055 Rescue Hoist Cable Drum – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.

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

Effective Date: 27 March 2025

2025-0153 Cargo Common Hook Beam – Modification

Applicability: MBB-BK117 D-2 helicopters, all variants, all S/N.

Effective Date: 1 August 2025

2025-0188 Large Hook Damper Assembly – Modification

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.

Effective Date: 25 September 2025

2025-0217 Rotor Flight Control Fork Lever - Inspection

Applicability: MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all variants, all S/N.

Effective Date: 30 October 2025

2025-0298-E Cancelled – EASA AD 2026-0127 refers

Effective Date: 23 July 2026

2026-0050 Automatic Flight Control System – Functional Check Flight

Applicability: MBB-BK117 D-2 (all variants), MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: 26 March 2026

2026-0078-E Cancelled – EASA AD 2026-0091 refers

Effective Date: 4 June 2026

2026-0081 Warning Unit Emergency Off Switches – Operational Check / Replacement

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 4 May 2026

2026-0087 Main Rotor Drive Vertical Mount – Inspection / Life Limitation

Applicability: MBB-BK117 D-2 (all variants), D-3 and D-3m helicopters, all S/N.

Effective Date: 4 June 2026

2026-0091 Cancelled – EASA AD 2026-0151 refers

Effective Date: 3 September 2026

2026-0096 Integrated Modular Avionics and AFM - Inspection and Amendment

Applicability: MBB-BK117 D-2 helicopters, except the D-2m variant, and

MBB-BK117 D-3 helicopters, S/N 20001 through to 20360 (inclusive) and S/N 21001 through to 21999 (inclusive).

Effective Date: 4 June 2026

2026-0109 Low Pressure Oxygen Hoses - Replacement

Applicability: MBB-BK117 D-2 and D-3 helicopters, all S/N embodied with EASA STC 10051018 up to revision 5 (inclusive).

Effective Date: 25 June 2026

2026-0127 Main Rotor Swashplate - Inspection

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: 23 July 2026

2026-0151 Main Rotor Drive Hub Shaft - Inspection

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: 3 September 2026

2026-0152 Vapour Cyle Airconditioning System - Inspection

Applicability: MBB-BK117 C-1 helicopters, all S/N.

Note: The play check of the affected part per requirement (1) of EASA AD 2026-0152 may be accomplished by adding the inspection requirement to the helicopter tech log.

The play check of the affected part may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any play is detected in the affected part, then an aircraft maintenance engineer must accomplish requirement (2) of EASA AD 2026-0152 before further flight.

Effective Date: 6 August 2026

*** 2026-0188 Warning Unit Emergency Off Switches – Operational Check**

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 29 October 2026

*** 2026-0201 Emergency Flotation System Adhesive Label – Removal**

Applicability: MBB-BK117 D-2 (all variants) and D-3 helicopters, S/N 20001 through to 20360 inclusive.

Effective Date: 9 November 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 120 B

29 October 2026

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 120 B manufactured under EASA Type Certificate R.508 (previously DGAC TC No. 189).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives for these helicopters.

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

Contents

DCA/EC120/1B	Cancelled – DCA/EC120/2 refers	3
DCA/EC120/2	Engine-to-Main Gear Box Coupling Assembly - Replacement	3
DCA/EC120/3A	Cancelled - DCA/EC120/10 refers	3
DCA/EC120/4B	Cabin Sliding Door – Inspection	3
DCA/EC120/5	Flight Controls – Inspection	4
DCA/EC120/6	Tail Rotor Gearbox - Inspection	4
DCA/EC120/7	Yaw Control – Installation of Protectors	4
DCA/EC120/8	HSI - Inspection	4
DCA/EC120/9A	Collective Control Lever Friction – Inspection	5
DCA/EC120/10	Engine to MGB Coupling – Inspection	5
DCA/EC120/11A	Flight Control Stops – Inspection	6
DCA/EC120/12B	Tail Rotor Drive Shaft – Inspection	6
DCA/EC120/13	Cancelled – DCA/EC120/15 refers	6
DCA/EC120/14	Cancelled – DCA/EC120/21 refers	6
DCA/EC120/15	Collective Torque Tube Assembly – Inspection	6
DCA/EC120/16	MGB Input Flange Plug - Replacement	7
DCA/EC120/17	Cyclic Stick Friction – Modification	7
DCA/EC120/18	Cancelled – EASA AD 2023-0083 refers	7
DCA/EC120/19	Cancelled - DCA/EC120/20 refers	7
DCA/EC120/20	Cancelled – DCA/EC120/24 refers	7
DCA/EC120/21	EASA AD 2007-0211 cancelled on 23 September 2021	7
DCA/EC120/22	Energy Absorbing Seats - Modification	8
DCA/EC120/23	Cancelled – EASA AD 2016-0180 refers	8
DCA/EC120/24	Twist Grip Assembly – Inspection	8
DCA/EC120/25	Cancelled – DCA/EC120/28 refers	9
DCA/EC120/26A	Cancelled – EASA AD 2023-0083 refers	9
DCA/EC120/27	Electrical Power Emergency Switch – AFM Amendment and Modification	9
DCA/EC120/28	Emergency Flotation Gear – Inspection	9
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.		11
2013-0093	Cancelled – EASA AD 2015-0020 refers	11
2014-0167	Tail Boom – Inspection	11
2015-0020	Cancelled – EASA AD 2020-0095 refers	11
FAA AD 2015-24-51	Cancelled - FAA AD 2017-06-11 refers	11

2016-0180	Emergency Flotation Gear LACU Pushbutton – Inspection	11
FAA AD 2017-06-11	Air Conditioner STC SR00491DE – Inspection	11
2018-0183	Tail Rotor Blades - Reduced Life Limitation	11
2018-0186	Cancelled - EASA AD 2019-0139 refers	11
2019-0139	Cancelled - EASA AD 2021-0046 refers	11
2019-0272R1	Cancelled - EASA AD 2021-0069 refers	11
2020-0064	Emergency Flotation System – Inspection	11
2020-0095	Sliding Door Star Support – Inspection	11
2020-0247	Cancelled by EASA AD 2020-0247-CN – Purpose fulfilled	12
2021-0015	Tail Boom – Inspection	12
2021-0046	Cancelled – EASA AD 2023-0036 refers	12
2021-0069	Cancelled - EASA AD 2024-0209 refers	12
2021-0079	Tail Rotor Blades - Inspection	12
2021-0168	Cancelled – EASA AD 2024-0018 refers	12
2022-0053	Skid Type Landing Gear – Inspection	12
2023-0036	Main Rotor Hub Scissors / Attachment Bolts - Inspection	12
2023-0083	Airworthiness Limitations	12
2023-0166	Emergency Floatation System Supply Hose - Inspection	12
2024-0018	Indicating / Recording Systems Control Unit – Inspection	12
2024-0209	Tail Rotor Hub Body – Inspection	13
2024-0243	Pilot Cyclic Stick Bonding Braid – Inspection	13
* 2025-0159R1	Sliding Door Placards and Markings - Installation	13

DCA/EC120/1B Cancelled – DCA/EC120/2 refers

DCA/EC120/2 Engine-to-Main Gear Box Coupling Assembly - Replacement

Applicability: Model EC120 B fitted with coupling tube assembly P/N C631A1002101 and the following engine support fitting components:

- Teflon spacer C714A 1010208,
- Black-colored spring washers, 10.2 x 28 TYPE-C,
- Blue-colored hinge yoke C714A 1010 212,
- Special washer C714A 1010 213.

Requirement: To prevent failure of the engine-to-main gearbox coupling, replace the coupling tube assembly P/N C631A1002101 with a reinforced assembly P/N C631A1101101 and a new engine support fitting components per Eurocopter EC120 ASB 04A002.

The coupling tube assembly and the engine support fitting components listed in the applicability above are declared non-airworthy from 31 March 2000 and must not be fitted to any helicopter.
(DGAC AD 2000-058-003R1 refers)

Compliance: By 31 March 2000

Effective Date: 24 February 2000

DCA/EC120/3A Cancelled - DCA/EC120/10 refers

DCA/EC120/4B Cabin Sliding Door – Inspection

Applicability: EC120 B helicopters having a S/N below 1170, with a rail P/N C533C8102201 or C533C8102202 or C533C8103201 or C533C8103202 (rail not equipped with an end-of-travel anti-unhingement stop) and which have not complied with Eurocopter EC120 ASB 52A004 R1.

Requirement: To prevent in-flight separation of the cabin sliding door, accomplish the following:-

1. Adjust the cabin sliding door per Eurocopter EC120 ASB 05A005 R1. Flight with the cabin sliding door in the open position is forbidden if the adjustment does not ensure proper locking of the cabin door in the open position.

2. Modify the rear stop of the middle rail and add a stop to the front rail per paragraph 2B of Eurocopter EC120 ASB 52A004 R1.
(DGAC AD T2000-285-005R2 refers)

Compliance: 1. Before the next flight with the cabin sliding door in the open position or by 31 August 2000, whichever is the sooner. Also following each installation of a cabin sliding door.
2. By 30 June 2001

Effective Date: DCA/EC120/4A - 26 April 2001
DCA/EC120/4B - 28 June 2001

DCA/EC120/5 Flight Controls – Inspection

Applicability: EC120 B helicopters S/N 1001 through 1029.

To prevent failure of the flight controls, accomplish the following:-

1. Check the attachment of the bolted assembly of the torque tube per Eurocopter EC120 ASB 67A003. If the torque tube attachment bolts are equipped with a means of double locking, no further action is required.

2. If torque tube with single locking is found, check the tightness of the bolted assembly of the torque tube per paragraph 2.B.2 of ASB 67A003.

3. If torque tube with single locking is found, modify the torque tube attachments per paragraph 2.B.3 of ASB 67A003.
(DGAC AD 2001-373-008 refers)

Compliance: 1. Within next 50 hours TIS.
2. Within 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
3. Within 500 hours TIS or by 18 September 2003, whichever is the later.

Effective Date: 18 September 2001

DCA/EC120/6 Tail Rotor Gearbox - Inspection

Applicability: Model EC120 B equipped with the tail gearboxes P/N C652A0101051 or C652A0101052 with S/Ns M101 through M124, and M126.

Requirement: To detect binding in the tail rotor pitch change control rod, which may lead to loss of control of the helicopter, accomplish the following:-

Remove the tail rotor hub and the tail gearbox and measure the operating load of the pitch change control rod per Eurocopter ASB 04A001. If the measured load is less than 1.2 daN; (2.7 lbf) no further action is required. If the measured load is greater, replace gearbox with serviceable item.
(DGAC 1999-151-001R1 refers)

Compliance: Within 100 hours TIS or by 1 January 2002 whichever is the sooner.

Effective Date: 27 September 2001

DCA/EC120/7 Yaw Control – Installation of Protectors

Applicability: EC120 B helicopters having a S/N below 1279.

Requirement: To prevent controls becoming jammed by objects that slide between the canopy and the cabin floor, install front and side cabin floor protectors per Eurocopter ASB 67A005.
(DGAC 2001-386-007 refers)

Compliance: By 31 January 2001

Effective Date: 27 September 2001

DCA/EC120/8 HSI - Inspection

Applicability: EC120 version B helicopters equipped with HSI KI 525A.

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

Check the part number of HSI KI 525A installed on aircraft. If the P/N is 066-3046-07, comply with Eurocopter EC120 Alert Telex No. 34A006.
(DGAC AD 2002-282-009 refers)

Compliance: Within 100 hours TIS or 28 July 2002, whichever occurs first.

Effective Date: 27 June 2002

DCA/EC120/9A Collective Control Lever Friction – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1343.

Requirement: To prevent possible binding of the collective pitch control lever in the full up position, and possible loss of aircraft control, accomplish the following:

1. Secure each pad and spherical bearing element to the collective pitch control lever, using adhesive, per the instructions in paragraph 2.B.2.a of Eurocopter Alert Service Bulletin (ASB) No. 67A009.

2. Subsequent to the modification in requirement 1, check the bonding quality per paragraph 2.B.2.b. of ASB 67A009.
(DGAC AD F-2002-606R1 refers)

Note: Before installing a replacement friction mechanism on an aircraft, comply with requirement 1, per the instructions in paragraph 2.B.2.a of ASB 67A009 and reinspect as required by requirement 2, per paragraph 2.B.2.b. of ASB 67A009.

Compliance: 1. Within 100 hours TIS, or by 31 March 2006, whichever occurs first, unless already accomplished.

2. Reinspect within 100 hours TIS, or 13 months following compliance with requirement 1, whichever occurs sooner.

Effective Date: DCA/EC120/9 - 19 December 2002
DCA/EC120/9A - 22 December 2005

DCA/EC120/10 Engine to MGB Coupling – Inspection

Applicability: Model EC120 B helicopters fitted with engine-to-MGB coupling tube assembly P/N C631A1101101, and fitted with the engine mount comprising the parts indicated in paragraph 1.A. of Eurocopter EC120 ASB No. 04A005.

Requirement: To prevent failure of the engine to MGB coupling accomplish the following:

1. Perform a visual inspection for cracking of the cylindrical body of the coupling tube on both sides of the MGB coupling tube attachment fitting, in accordance with paragraph 2.B. of Eurocopter ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For aircraft not modified per SB No. 71.003, the service life limit of the coupling tubes specified above is 1,000 hours TSN.

2. Inspect the engine mount base per the instructions given in paragraph 2.B. of Eurocopter ASB No. 04A005.

3. Remove from service, those parts referenced in paragraph 1.A. of Eurocopter ASB No. 04A005.

4. Aircraft fitted with an engine mount block modified as per Eurocopter EC120 SB No. 71.003 or with S/N equal to or higher than 1170, visually check the condition of the coupling tube in accordance with paragraph 2.B. of Revision 2 of ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For these aircraft with modified engine mount blocks, the service life limit of the coupling tubes referenced above is 20,000 flight hours.
(DGAC AD 2003-325 refers)

Compliance:
1. Prior to the next flight and thereafter at each check after the last flight of the day, without exceeding 5 flight hours.
2. At the next scheduled inspection and at the latest by June 30, 2004.
3. By 30 June 2004.
4. Within 25 hours TIS, thereafter at intervals not to exceed 25 hoursTIS.

Effective Date: 30 October 2003

DCA/EC120/11A Flight Control Stops – Inspection

Applicability: Model EC120 B aircraft delivered prior to 30 June 2003

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 EC120 ASB 67A010 revision 2 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A010.
(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC120/11 - 30 October 2003
DCA/EC120/11A - 28 July 2005

DCA/EC120/12B Tail Rotor Drive Shaft – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1362.

Requirement: To prevent possible tail rotor drive shaft failure, check the position of the two tail rotor drive shaft damper half-clamps in relation to the friction ring per paragraph 2.B of Eurocopter Alert Service Bulletin 65A004.
If the two damper half-clamps are not entirely on the friction ring, reposition the tail rotor drive shaft damper per rework sheet EC120-53-02-04.
(DGAC AD F-2003-465R2 refers)

Compliance: At 500 hours TTIS or within next 50 hours TIS, whichever is the later, unless already accomplished IAW DCA/EC120/12A.

Effective Date: DCA/EC120/12 - 30 December 2003
DCA/EC120/12A - 28 July 2005
DCA/EC120/12B - 29 September 2005

DCA/EC120/13 Cancelled – DCA/EC120/15 refers

Effective Date: 30 June 2005

DCA/EC120/14 Cancelled – DCA/EC120/21 refers

Effective Date: 30 August 2007

DCA/EC120/15 Collective Torque Tube Assembly – Inspection

Applicability: Model EC120 B aircraft, all S/Ns through 1382, with RH or LH pilot configuration, and fitted with RH collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204.

Requirement: To prevent the failure of the RH collective lever-to-torque tube connecting part, inspect the connecting part for cracks and check the tightening torque of the connecting part attachment bolts, per the instructions specified in paragraph 2.B.2 of Eurocopter ASB 67A014. If the tightening torque load of the connecting part attachment bolts is above the specified limit of 8 Nm, or if a crack is detected in the connecting part, replace the affected connecting part before further flight, per the instructions specified in paragraphs 2.B.3.a. and 2.B.3.b. of ASB 67A014.
(DGAC AD F-2005-086 refers)

Note 1: Compliance with Eurocopter EC120 SB 67-017 cancels the requirements of this AD.
Note 2: Aircraft S/Ns 1383 or above, are not affected by this AD.
Note 3: The use of collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204 are prohibited as from 30 April 2006.

Compliance: Within next 10 hours TIS.

Effective Date: 30 June 2005

DCA/EC120/16 MGB Input Flange Plug - Replacement

Applicability: EC120 B aircraft fitted with MGB Main Module S/N M516 and onward.

Requirement: To prevent the loss of the plug from the MGB input flange which could lead to loss of the MGB oil, replace the MGB input flange plug, per paragraph 2.B of Eurocopter EC120 Service Bulletin 63-010.
(NZ Occurrence 05/2294 refers)

Compliance: Within the next 100 hours TIS or by the 29 September 2006, whichever is the sooner.

Effective Date: 27 October 2005

DCA/EC120/17 Cyclic Stick Friction – Modification

Applicability: Model EC120 B helicopters, S/Ns all through 1385, and fitted with pilot cyclic sticks P/Ns C671A1007101, C671A1007102 or C671A1003102 and cyclic stick friction thrust washers P/N C671A1006201.

Requirement: To prevent the sudden restriction of the cyclic stick travel in flight when retrimming the cyclic stick, accomplish the following:

1. For helicopters fitted with pilot cyclic stick P/Ns C671A1007101 or PN C671A1007102, remove the pilot cyclic stick and replace the thrust washers, per the instructions in paragraph 2.B. of Eurocopter EC120 ASB No. 67A011, revision 1.

2. For helicopters equipped with pilot cyclic stick P/N C671A1003102, accomplish the instructions in paragraphs 2.B. and 2.C. of ASB No. 67A011.

Note 1: Pending compliance with this AD, do not fly without some friction applied to the pilot's cyclic stick.

Note 2: Before installing a cyclic stick held as spares, replace the washers and modify per the instructions given in paragraph 2.B.5. of ASB No. 67A011.
(DGAC AD F-2005-175 refers)

Compliance:
1. Within the next 550 hours TIS or 6 months, whichever is the sooner.
2. By 28 February 2005.

Effective Date: 1 December 2005

DCA/EC120/18 Cancelled – EASA AD 2023-0083 refers

(DGAC AD F-2006-040 refers)

Effective Date: 3 May 2023

DCA/EC120/19 Cancelled - DCA/EC120/20 refers

Effective Date: 28 September 2006

DCA/EC120/20 Cancelled – DCA/EC120/24 refers

Effective Date: 30 October 2008

DCA/EC120/21 EASA AD 2007-0211 cancelled on 23 September 2021

Note: DCA/EC120/21 adopted the requirements in EASA AD 2007-0211, which EASA cancelled on 23 September 2021. The AD was applicable to EC120 B aircraft, all S/N fitted with tail rotor drive shafts P/N C651A3102051 or C651A3102052.

Effective Date: 23 September 2021

DCA/EC120/22 Energy Absorbing Seats - Modification

Applicability: Model EC120 B aircraft, S/N all through 1523 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. 25A023.
(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/EC120/23 Cancelled – EASA AD 2016-0180 refers

Effective Date: 27 September 2016

DCA/EC120/24 Twist Grip Assembly – Inspection

Applicability: All model EC120 B aircraft, all S/N fitted with right hand (RH) twist grip P/N C761A2024101 with S/N 336 through to 338, 342 through to 353, 356 through to 364 and 367 through to 401 which do not have a letter "V" marked on the lever base, and P/N C761A2024102, C761A2024103 or C761A2024104 with S/N all through 417 which do not have a letter "V" marked on the lever base, or

Left hand (LH) twist grip P/N C761A2025102, C761A2025103 or C761A2025104 with S/N all through 381 which do not have a letter "V" marked on the lever base.

Note 1: This AD supersedes DCA/EC120/20. 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 on which Eurocopter EC120 SB No. 76-005 revision 0 has already been accomplished, identify and mark the collective lever per the instructions in paragraph 2.B.3. of ASB No. 76A005 revision 1.

2. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter "V" marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter "V" marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. 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 2 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

3. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter "V" marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter "V" marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. Replace the drive tube per paragraph 2.B of ASB No. 76-005 revision 1, and remove the AFM amendment mandated by requirement 2 of this AD.

4. A twist grip with a P/N and S/N listed in requirement 3 of this AD shall not be fitted to any aircraft, unless the drive tube has been replaced and the collective lever

marked per the instructions in paragraphs 2.B.2. and 2.B.3. of ASB No. 76A005 revision 1.

5. A twist grip assembly P/N C761A2024102, C761A2024103 and C761A2024104 with S/N all through 417, and P/N C761A2025102 and C761A2025103 and C761A2025104 with S/N all through 381 on which SB No. 76-005 revision 1 has not been accomplished shall not be fitted to any aircraft unless the correct bonding strength of the control pinion on the pilot and co-pilot collective lever drive tubes have been checked per the instructions in paragraph 2.B.4 of ASB No. 76A006 revision 2. (EASA AD 2008-0185 refers)

Compliance:
1. By 30 July 2009.
2. By 30 November 2008.
3. Within the next 100 hours TIS or by 30 July 2009, whichever occurs sooner.
4. From 30 October 2008.
5. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC120/25 Cancelled – DCA/EC120/28 refers

Effective Date: 27 October 2011

DCA/EC120/26A Cancelled – EASA AD 2023-0083 refers

(EASA AD 2010-0026-E refers)

Effective Date: 3 May 2023

DCA/EC120/27 Electrical Power Emergency Switch – AFM Amendment and Modification

Applicability: Model EC120 B aircraft, S/N 1500, 1511 through to 1630, 1632, 1634 and 1636 fitted with an "EMER SW" switch.

Requirement: To prevent the "smoke in the cockpit/cargo" procedure described in the AFM not isolating the equipment electrical power supply due to possible cross-wiring at the "EMER SW" switch which could result in non-isolation of electrical equipment creating the risk of an uncontrolled electrical fire, accomplish the following:

1. Amend the AFM with the procedure in the appendix of Eurocopter Emergency ASB No EC120 No 24A012 dated 22 April 2010 or later EASA approved revisions.

2. Modify the “EMER SW” wiring and test per the instructions in paragraph 2.B of ASB EC120 No 24A012. Remove the AFM amendment introduced by requirement 1 of this AD.
(EASA AD 2010-0078-E refers)

Compliance:
1. Before further flight pending compliance with requirement 2 of this AD.
2. Within the next 15 hours TIS, or by 28 May 2010 whichever occurs sooner.

Effective Date: 28 April 2010

DCA/EC120/28 Emergency Flotation Gear – Inspection

Applicability: Model EC120 B aircraft, all S/N fitted with the following emergency flotation gear:

Left hand (LH) flotation gear P/N 215674-0 or 215674-1 or 215674-2 fitted with float P/N 215481-0, and
Right hand (RH) flotation gear P/N 215675-0 or 215675-1 or 215675-2 fitted with float P/N 215482-0.

Note 1: This AD supersedes DCA/EC120/25 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 EC120 ASB No. 05A011 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 EC120 ASB No. 05A011 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC120 ASB 25A026 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 EC120 ASB 25A026.

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 occurrs later since 24 September 2009 (the effective date of DCA/EC120/25), 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
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.

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2014-0167 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N, except those helicopters that are embodied with modification C008A0345065 in production.

Effective Date: 25 July 2014

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

FAA AD 2015-24-51 Cancelled - FAA AD 2017-06-11 refers

Effective Date: 8 May 2017

2016-0180 Emergency Flotation Gear LACU Pushbutton – Inspection

Applicability: EC120 B helicopters, all S/N.

Effective Date: 27 September 2016

FAA AD 2017-06-11 Air Conditioner STC SR00491DE – Inspection

Applicability: EC120B helicopters fitted with an Air Comm Corporation (Air Comm) air conditioning kit installed in accordance with STC No. SR00491DE, where the compressor is driven by a pulley installed aft of the rotor brake.

Effective Date: 8 May 2017

2018-0183 Tail Rotor Blades - Reduced Life Limitation

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 11 September 2018

2018-0186 Cancelled - EASA AD 2019-0139 refers

Effective Date: 27 June 2019

2019-0139 Cancelled - EASA AD 2021-0046 refers

Effective Date: 26 February 2021

2019-0272R1 Cancelled - EASA AD 2021-0069 refers

Effective Date: 25 March 2021

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 2 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 120 B helicopters, with a S/N which is less than or equal to 1673, except S/N 1596.

Effective Date: 13 May 2020

2020-0247 Cancelled by EASA AD 2020-0247-CN – Purpose fulfilled

Effective Date: EASA AD 2020-0247 – 26 November 2020
EASA AD 2020-0247-CN – 25 July 2024

2021-0015 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 28 January 2021

2021-0046 Cancelled – EASA AD 2023-0036 refers

Effective Date: 27 February 2023

2021-0069 Cancelled - EASA AD 2024-0209 refers

Effective Date: 11 November 2024

2021-0079 Tail Rotor Blades - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 31 March 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 6 April 2022

2023-0036 Main Rotor Hub Scissors / Attachment Bolts - Inspection

Applicability: EC 120 B helicopters, all S/ N.

Note: The repetitive inspections every 15 hours / 7 days in accordance with requirement (2) of EASA AD 2023-0036, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the main rotor hub scissors / attachment bolts and accomplish the corrective actions per EASA AD 2023-0036, before further flight.

Effective Date: 27 February 2023

2023-0083 Airworthiness Limitations

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 3 May 2023

2023-0166 Emergency Floatation System Supply Hose - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 8 September 2023

2024-0018 Indicating / Recording Systems Control Unit – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 25 January 2024

2024-0209 Tail Rotor Hub Body – Inspection

Applicability: EC 120 B helicopters, all S/N.

Note: An initial inspection of the tail rotor hub body per requirement (1) in EASA AD 2024-0209 must be accomplished by an aircraft maintenance engineer.

The 15-hour repetitive inspection per requirement (1) in EASA AD 2024-0209 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
If any defects are found in the tail rotor hub body during the repetitive inspections, then an aircraft maintenance engineer must inspect the tail rotor hub body and accomplish the corrective actions per EASA AD 2024-0209 before further flight.

Effective Date: 11 November 2024

2024-0243 Pilot Cyclic Stick Bonding Braid – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 27 December 2024

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: All EC 120 B helicopters except those helicopters with S/N 1674 and 1678 through to 1700 inclusive.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

29 October 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 *

Contents

DCA/EC130/1	Hydraulic Fluid - Replacement	4
DCA/EC130/2	Starflex Bush - Inspection	4
DCA/EC130/3	HSI – Inspection	4
DCA/EC130/4	Hawker Pacific TRW-SAMM Main Servocontrols - Removal	5
DCA/EC130/5A	Collective Friction – Modification and Inspection	5
DCA/EC130/6	Air Intake Cowling Attachment Fittings - Inspection	6
DCA/EC130/7A	Flight Control Stops – Inspection and Modification	6
DCA/EC130/8A	Fuel Transfer Line – Inspection and Rework	7
DCA/EC130/9	Fuel Bleed Lever - Modification	7
DCA/EC130/10C	Cabin Vibration Damper Assemblies – Inspection and Modification	8
DCA/EC130/11A	Engine Twist Grip Control – Inspection and Modification	9
DCA/EC130/12	Lateral Cargo Hold Doors – Operation	9
DCA/EC130/13	Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement	10
DCA/EC130/14A	Battery Overheat Sensing Circuit - Modification	10
DCA/EC130/15	Cancelled – DCA/EC130/21 refers	10
DCA/EC130/16	Cancelled – EASA AD 2026-0089 refers	10
DCA/EC130/17A	Emergency Flotation Gear Electrical Harnesses – Inspection & Modification	10
DCA/EC130/18	Main & Tail Rotor Servo Controls – Inspection and Rework	11
DCA/EC130/19A	Cancelled – DCA/EC130/27 refers	11
DCA/EC130/20	Energy Absorbing Seats - Modification	11
DCA/EC130/21	Twist Grip Assembly – Inspection and Replacement	12
DCA/EC130/22	Cancelled – DCA/EC130/23 refers	13
DCA/EC130/23	Starter Generator Damping Assembly – Adjustment and Marking	13
DCA/EC130/24	Cancelled – DCA/EC130/29 refers	13
DCA/EC130/25	Cancelled – EASA AD 2013-0061 refers	13
DCA/EC130/26	Emergency Flotation Gear Wiring – Inspection, Rework and Modification	13
DCA/EC130/27A	Centre Windscreen – AFM Amendment and Replacement	14
DCA/EC130/28	Cancelled – EASA AD 2014-0114-E refers	15
DCA/EC130/29	Emergency Flotation Gear – Inspection and Modification	15

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. 16
2013-0061 Cancelled – EASA AD 2013-0191-E refers 16
2013-0088 Cancelled – EASA AD 2015-0132 refers 16
2013-0093 Cancelled – EASA AD 2015-0020 refers 16
2013-0191-E Cancelled – EASA AD 2017-0052 refers 16
2013-0287 Cancelled – EASA AD 2021-0195 Refers 16
2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair 16
2014-0132R1 Rotating Star Swashplate – Inspection 16
2014-0145R1 Cancelled – EASA AD 2015-0033-E refers 16
2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection 16
2015-0020 Cancelled – EASA AD 2020-0095 refers 17
2015-0033R1 Cancelled – EASA AD 2016-0240 refers 17
2015-0094 Cancelled by EASA on 3 September 2021 17
2015-0132 Cancelled – EASA AD 2021-0194 Refers 17
2016-0023 Main Gearbox Casings – Inspection 17
2016-0240 Cancelled – EASA AD 2017-0066-E 17
2017-0032 Cancelled by EASA on 11 August 2021 17
2017-0052 Cancelled – EASA AD 2017-0059 refers 17
2017-0059 Cancelled – EASA AD 2023-0133 refers 17
2017-0062 Collective Pitch Control – Inspection 17
2017-0066-E Cancelled – EASA AD 2017-0080 refers 17
2017-0080 Cancelled – EASA AD 2018-0104 refers 17
2017-0089R1 Main Rotor Mast Upper Bearing - Inspection 17
2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection 18
2018-0152 Cancelled – EASA AD 2022-0128 refers 18
2018-0182 Tail Rotor Blade - Reduced Life Limitation 18
2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection 18
FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection 18
2019-0001 Cancelled – EASA AD 2020-0069 refers 18
2019-0184 Main Rotor Servo Actuators – Inspection 18
2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection 18
2020-0064 Emergency Flotation System – Inspection 18
2020-0069 Sliding Door Opening Mechanism – Inspection 18
2020-0095 Sliding Door Star Support – Inspection 19
2020-0187 Tail Rotor Blades – Inspection 19
2021-0048 Cancelled – EASA AD 2023-0064 refers 19
2021-0168 Cancelled – EASA AD 2024-0018 refers 19
2021-0194R1 Cancelled – EASA AD 2024-0133 refers 19
2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment 19
2021-0216 Engine to MGB Coupling Shaft – Inspection 19
2021-0235-E Cancelled – EASA AD 2021-0283-E refers 19
2021-0283R1 Cancelled – EASA AD 2023-0028 refers 19
2022-0053 Skid Type Landing Gear – Inspection 19
2022-0077-E Flight Control Flexball Cables - Replacement 19
2022-0128 Main Gearbox Bracket Bolts - Inspection 19
2022-0150R1 Tail Rotor Blades - Inspection 20
2022-0251-E Cancelled - EASA AD 2023-0190-E refers 20
2023-0028 Cancelled - EASA AD 2023-0214 refers 20
2023-0044 Main Gearbox Planet Gear - Inspection 20
2023-0064 Main Rotor Pitch Rod Upper Links - Inspection 20
2023-0107 (Correction) Cargo Swing Frame - Inspection 20
2023-0127 Main Gearbox Engine Coupling - Inspection 20
2023-0133 Cancelled – EASA AD 2023-0187 refers 20
2023-0166 Emergency Floatation System Supply Hose - Inspection 20

2023-0190R1	Cancelled - EASA AD 2024-0144 refers	20
2023-0187R1	Microswitches - Inspection	21
2023-0214R1	Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification	21
2024-0018	Indicating / Recording Systems Control Unit – Inspection	21
2024-0113	Tail Rotor Hub Tension-Torsion Bars – Inspection	21
2024-0133	Airworthiness Limitations Section - Amendment	21
2024-0144R1	Tail Rotor Drive Shaft - Inspection	21
2024-0232	Door Star Support - Modification	21
2025-0025	Emergency Release Control of Cargo Swing Installation – Inspection	22
2025-0062	Main Rotor Blades – Replacement	22
2025-0137	Cancelled – EASA AD 2026-0101 refers	22
* 2025-0159R1	Sliding Door Placards and Markings - Installation	22
2025-0249-E	Cancelled – EASA AD 2025-0262-E refers	22
2025-0262-E	Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit	22
* 2026-0052R2	Fuse Cover Attachment of Circuit Breaker Panel - Modification	22
2026-0089	Starter Generator Limitation Label - Installation	22
2026-0101	Airworthiness Limitations Section - Amendment	22
2026-0111	Tail Rotor Drive Shaft Sleeves - Inspection	22
2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	23
2026-0146	Mechanical Dropping Control - Inspection	23

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, iinspect 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 floatation 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 occurrs 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
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

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: All EC 130 B4 helicopters not embodied with modification 0720257.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026

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

*** 2026-0052R2 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
EASA AD 2026-0052R2 - 29 October 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

Helicopters

Airbus Helicopters Deutschland EC 135 Series

29 October 2026

Notes:

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

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

Contents

DCA/EC135/1A	Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue	4
DCA/EC135/2A	Main Rotor Hub Shaft - Inspection	4
DCA/EC135/3A	Tail Rotor Drive Shaft Bearing Attachment Flange - Inspection	5
DCA/EC135/4	Main Rotor Blade Lead-Lag Damper Attachment – Inspection	5
DCA/EC135/5	Air Conditioning System - Modification	5
DCA/EC135/6A	Main Rotor Drive Torque Struts - Inspection	6
DCA/EC135/7	Primary Flight and Navigation Displays - Replacement	6
DCA/EC135/8	Automatic Engine Control – Software Improvement	6
DCA/EC135/9	Cancelled – Purpose Fulfilled	6
DCA/EC135/10	FADEC Fail – AFM Revision	7
DCA/EC135/11	Cancelled – DCA/EC135/27 refers	7
DCA/EC135/12	Emergency Flotation System - Modification	7
DCA/EC135/13A	Cancelled – EASA AD 2006-0318R2 refers	7
DCA/EC135/14	LH and RH Cable Channel Wire Harnesses – Inspection	7
DCA/EC135/15	Direct Current Power Distribution – Modification	8
DCA/EC135/16	Cancelled – DCA/EC135/17 refers	8
DCA/EC135/17	Cancelled – DCA/EC135/18 refers	8
DCA/EC135/18A	Cancelled – DCA/EC135/31 refers	8
DCA/EC135/19	Cancelled – DCA/EC135/20 refers	8
DCA/EC135/20	Cancelled – DCA/EC135/26 refers	8
DCA/EC135/21	Cancelled – DCA/EC135/28 refers	8
DCA/EC135/22	Cyclic Stick Locking Device – Modification and AFM Amendment	8
DCA/EC135/23	Main Rotor Lower Mast Bearing – Inspection	9
DCA/EC135/24	Cancelled – DCA/EC135/25 refers	9
DCA/EC135/25A	Cancelled – DCA/EC135/33 refers	9
DCA/EC135/26A	Main Gearbox – Inspection	9
DCA/EC135/27	Main Rotor Sliding Sleeve – Inspection and AFM Amendment	11
DCA/EC135/28	Cancelled – EASA AD 2010-0058R1 refers	12
DCA/EC135/29A	Instrument Control Panel – Flight Limitation, Placard and Modification	12
DCA/EC135/30A	Cancelled – EASA AD 2017-0002 refers	12
DCA/EC135/31	Cancelled – EASA AD 2010-0227R1	13
DCA/EC135/32	Cancelled – DCA/EC135/35 refers	13
DCA/EC135/33	Tailboom Fenestron Ring Frame – Inspection and AFM Amendment	13

DCA/EC135/34A Mechanical Air Conditioning System – Inspection 14
DCA/EC135/35 Cancelled – EASA AD 2011-0168R1 refers 14
DCA/EC135/36 Fire Extinguishing System Injection Tubes – Replacement 15
DCA/EC135/37 Emergency Float Kit – Inspection 15
DCA/EC135/38 Cancelled – DCA/EC135/39 refers 15
DCA/EC135/39B Cancelled – EASA AD 2012-0085R4 refers 15
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. 16
2012-0085R6 Main Rotor Hub – Inspection 16
2013-0176 Flight System Actuators – Inspection 16
2013-0178 Cancelled - EASA AD 2017-0243 refers 16
2013-0228-E Main Rotor Actuator – Replacement 16
2013-0289-E Cancelled – EASA AD 2025-0174 refers 16
2013-0306-CN AD Cancelled by EASA – Purpose fulfilled 16
2013-0307-E Fuel Quantity Indication – AFM Amendment 16
2014-0226 Main Gearbox and Tail Gearbox Oil – Inspection 16
2017-0002 Main Transmission Housing – Modification 17
2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection 17
2010-0227R1 Tail Rotor Rod and Ball Pivot – Inspection 17
2006-0318R2 Tail Rotor Linear Control Transducer Bearing and Rod – Inspection 17
2017-0147 Tail Rotor Controls – Modification 17
2017-0199 Cancelled – EASA AD 2021-0011 refers 17
2017-0243 Cancelled – EASA AD 2022-0067 refers 17
2011-0168R1 Instrument Lighting Display Brightness – Inspection 17
2018-0063 Cyclic Stick – Modification 18
2018-0168R1 Cancelled – EASA AD 2022-0067 refers 18
2018-0210-E Hoist Carrier Assembly – Inspection 18
2018-0284 Cancelled – EASA AD 2022-0067 refers 18
2019-0087-E Cancelled – EASA AD 2020-0105 refers 18
2019-0199 Tail Rotor Drive Ti-Bolts – Inspection 18
2020-0013 Hand Held Fire Extinguishers – Inspection 18
2020-0064 Emergency Flotation System – Inspection 18
2020-0099 Titanium Bolts – Inspection 18
2020-0102 Tail Rotor Control System – Inspection 18
2020-0105 Main Rotor Actuator Single-Axis Actuators – Inspection 19
2020-0282 Tail Rotor Blades – Inspection 19
2021-0011 Outboard Load System – Inspection 19
2021-0050 Tail Rotor Blades – Replacement 19
2021-0066 Outboard Load System Fittings – Inspection 19
2021-0149 Emergency Flashlight – Inspection 19
2022-0023 Air Conditioning System – Inspection 19
2022-0067 Airworthiness Limitations – Amendment 19
2022-0077-E Flight Control Flexball Cables - Replacement 20
2022-0097 Instrument Flight Rule Screens - Removal 20
2022-0143 Cancelled – EASA AD 2022-0168 refers 20
2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment 20
2023-0066 Hoist Boom Assembly - Inspection 20
2023-0197 Tail Rotor Drive - Inspection 20
2024-0028R1 Cancelled – EASA AD 2026-0032 refers 20
2024-0249 Cancelled – EASA AD 2026-0081 refers 20
2025-0051R1 Hoist – Replacement 20
2025-0055 Rescue Hoist Cable Drum – Inspection 21
2025-0108 Cancelled – EASA AD 2025-0260 refers 21

2025-0113	Cancelled – EASA AD 2026-0031 refers	21
2025-0174R1	Rear Structure / Ring Frame – Inspection	21
2025-0260	Yaw Control System Ball Bearing – Inspection	21
2026-0024	Yaw Control System Ball Bearing – Inspection	21
2026-0031	Tail Rotor Blades – Inspection	21
2026-0032	Tail Rotor Blades – Inspection	21
2026-0050	Automatic Flight Control System – Functional Check Flight	21
2026-0080	Emergency, Malfunction and Normal Procedures – AFM Amendment	21
2026-0081	Warning Unit Emergency Off Switches – Operational Check / Replacement	22
* 2026-0188	Warning Unit Emergency Off Switches – Operational Check	22

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

Applicability EC 135 helicopters, all S/N.

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

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

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

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

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

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

Applicability: Model EC 135 series

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

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

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

(LBA AD 1999-185/3 refers)

Compliance: Initial Inspection:

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

Following the initial inspections, accomplish either:-

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

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

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

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

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

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

2. Install additional bearing support bracket.

(LBA AD 1999-199/3 refers)

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

2. By 14 October 1999.

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

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

Applicability: Model EC 135 series

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

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

(LBA AD 1999-264 refers)

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

Effective Date: 30 July 1999

DCA/EC135/5 Air Conditioning System - Modification

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

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

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

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

(LBA AD 2000-270 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 10 August 2000

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

Applicability: Model EC 135 series

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

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

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

(LBA AD 2001-107/3 refers)

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

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

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

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

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

(LBA AD 2001-306 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 29 November 2001

DCA/EC135/8 Automatic Engine Control – Software Improvement

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

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

(LBA AD 2001-304 refers)

Compliance: By 28 February 2002

Effective Date: 29 November 2001

DCA/EC135/9 Cancelled – Purpose Fulfilled

Effective Date: 28 August 2003

DCA/EC135/10 FADEC Fail – AFM Revision

Applicability: Model EC135 T1

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

(LBA AD 2002-333 refers)

Compliance: Within 50 hours TIS.

Effective Date: 28 August 2003

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

Effective Date: 22 January 2010

DCA/EC135/12 Emergency Flotation System - Modification

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

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

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

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

(LBA AD D-2005-414 refers)

Compliance: By 23 March 2006.

Effective Date: 23 February 2006

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

Effective Date: 25 April 2017

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

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

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

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

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

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

(EASA AD 2007-0021-E refers)

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

Effective Date: 9 February 2007

DCA/EC135/15 Direct Current Power Distribution – Modification

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

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

(EASA AD 2007-0165 refers)

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

Effective Date: 28 June 2007

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

Effective Date: 31 January 2008

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

Effective Date: 24 April 2008

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

Effective Date: 25 November 2010

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

Effective Date: 26 June 2008

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

Effective Date: 28 May 2009

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

Effective Date: 29 April 2010

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

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

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

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

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

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

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

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

Effective Date: 31 July 2008

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

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

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

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

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

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

(EASA AD 2008-0175-E refers)

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

2. Within the next 400 hours TIS.

3. From 20 September 2008.

Effective Date: 20 September 2008

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

Effective Date: 27 March 2009

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

Effective Date: 23 December 2010

DCA/EC135/26A Main Gearbox – Inspection

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

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

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

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

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

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

Note 2: The first oil change must be accomplished at 50 hours TSN.

4. If the chip warning indicator illuminates, accomplish the instructions and the corrective action at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

5. For a MGB that has accumulated 300 hours or more TTIS, TSN, TSO or TSR (Time Since Repair): Inspect the MGB log card and/or the aircraft log book and determine if any chip indication log entries are recorded. Depending on the findings accomplish the instructions and corrective actions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

Note 3: Oil sampling, analysis and corrective actions accomplished prior to the effective date of this AD per the instructions in ECD ASB EC135-63A-012 original issue or revision 01, revision 02 or revision 03 is acceptable to comply with the initial requirements of this AD. After 28 May 2009 (the effective date of DCA/EC135/26) oil sampling, analysis and corrective actions must be accomplished per the instructions in ECD ASB EC135-63A-012 revision 04 or later approved revisions.

Note 4: The installation of a MGB with a P/N not listed in the applicability section of this AD is a terminating action to the requirements of this AD.
(EASA AD 2009-0106R1-E refers)

Compliance: 1. Within the next 100 hours TIS, unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
2. Not before 100 hours TIS after the aircraft has been modified per ECD SB EC135-63-011, or within the next 100 hours TIS for aircraft that have already been modified per ECD SB EC135-63-011 unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.

3. Not before 90 hours TIS after the first oil change, or within the next 100 hours TIS, whichever occurs later unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.

4. From 28 May 2009 (the effective date of DCA/EC135/26).

5. Before further flight unless previously accomplished.

Effective Date: DCA/EC135/26 - 28 May 2009
DCA/EC135/26A - 8 December 2011

DCA/EC135/27 Main Rotor Sliding Sleeve – Inspection and AFM Amendment

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 635 T1(CPDS) helicopters, all S/N.

Note 1: This AD retains the requirements of superseded DCA/EC135/11 and introduces an AFM amendment which contains the requirements of that AD.

Note 2: This AD is not applicable to EC 135 P2+, EC 135 T2+, EC 635 P2+ and EC 635 T2+ helicopters as these aircraft have been certificated and delivered with the appropriate AFM preflight check instructions.

Requirement: To prevent dislocation of the plain journal bearing towards the inside or outside of the main rotor sliding sleeve resulting in limited movement of the collective controls and reduced helicopter control, accomplish the following:

1. Amend the AFM by inserting a copy of the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021 initial issue dated 23 June 2005 or later EASA approved revisions into the AFM.

2. Visually inspect the position of the upper and lower plain journal bearings in the sliding sleeve for dislocated plain journal bearings per the instructions in the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021. If the plain journal bearings have moved and found in the incorrect position contact the aircraft manufacturer for corrective action instructions which must be accomplished before further flight.

Note 3: The visual inspection requirements of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

3. Amend the AFM with the applicable revision level indicated in the following table or later approved revision which contains the requirements of this AD. Remove the copy of the AFM page which was introduced by requirement 1 of this AD.

Model	AFM revision or later approved revisions
EC135 P1(CDS)	15
EC135 P1(CPDS)	15
EC135 P2(CPDS)	13
EC135 T1(CDS)	18
EC135 T1(CPDS)	19
EC135 T2(CPDS)	9
EC635 T1(CPDS)	19

Note 4: The accomplishment of corrective actions is not a terminating action for the preflight inspections of the main rotor sliding sleeve.

(EASA AD 2009-0272 refers)

Compliance: 1. Before further flight unless previously accomplished and until requirement 3 of this AD is accomplished.

2. Before further flight and thereafter at every preflight inspection until requirement 3 of this AD is accomplished.

3. By 22 February 2010.

Effective Date: 22 January 2010

DCA/EC135/28 Cancelled – EASA AD 2010-0058R1 refers

Effective Date: 7 April 2017

DCA/EC135/29A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/EC135/29. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

Requirement: To prevent unintentional turning of BARO rotary knobs on certain Instrument Control Panels (ICP) due to insufficient turn resistance which can result in erroneous altitude information and increase the risk of flight into terrain during IFR operation, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the ICP P/N C19269AA installed on the aircraft.

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB EC135-31A-053 or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB EC135-31A-053 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

Note 2: ICP P/N C19269AA with S/N E2401 through to E2999 have been modified by ECD per the requirements of this AD prior to installation on an aircraft, or prior to despatch as a replacement unit. The ICP manufacturer (Thale) has informed ECD that ICP units from S/N E3000 onwards have been embodied with modification standard 'Amdt. C' at production. Existing units can be returned to Thales for modification to this standard.

Note 3: Eurocopter Deutschland GmbH (ECD) ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2010-0207R1 refers)

Compliance: 1. By 23 October 2010 (ten days after the effective date of DCA/EC135/29).

2. By 13 December 2010 (two months after the effective date of DCA/EC135/29).

3. From 13 October 2010 (the effective date of DCA/EC135/29).

Effective Date: DCA/EC135/29 - 13 October 2010
DCA/EC135/29A - 30 June 2011

DCA/EC135/30A Cancelled – EASA AD 2017-0002 refers

Effective Date: 23 January 2017

DCA/EC135/31 Cancelled – EASA AD 2010-0227R1

Effective Date: 7 April 2017

DCA/EC135/32 Cancelled – DCA/EC135/35 refers

Effective Date: 29 September 2011

DCA/EC135/33 Tailboom Fenestron Ring Frame – Inspection and AFM Amendment

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with ring frame P/N L535A3501230.

Note 1: This AD retains the requirements of superseded DCA/EC135/25A, reduces the repetitive inspection intervals and requires the modification of the aft ring frame as a terminating action to the repetitive inspection requirements of this AD.

Requirement: To prevent structural failure of the tailboom to fenestron ring frame attachment which could result in loss of aircraft control, accomplish the following:

1. Revise the preflight check in section 4 of the AFM by inserting a copy of pages 6 or 7 (as applicable to the aircraft model) of Eurocopter Deutschland ASB EC135-53A-022 revision 2 dated 30 November 2010, or later approved revisions into the AFM, and advise the flight crew of this amendment.
Accomplish a visual inspection of the rear structure tube per the instructions in ECD ASB EC135-53A-022. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.

Note 2: The AFM amendment and the preflight inspection of the ring frame for cracks per requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The amendment of the AFM to a revision level as indicated in appendix 1 of EASA AD 2010-0254 (as applicable to helicopter model) is acceptable to comply with the AFM amendment per requirement 1 of this AD.

2. Accomplish a visual inspection per the instructions in ECD ASB EC135-53A-022. revision 2, or later approved revisions. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.
3. Modify the aft ring frame and change the ring frame P/N to L535H2120302 per the instructions in Eurocopter Deutschland SB EC135-53-023 original issue, dated 19 August 2009 or later EASA approved revisions.
4. An aft ring frame with P/N L535A3501230 shall not be fitted to any helicopter which already has ring frame P/N to L535H2120302 fitted or is in compliance with requirement 3 of this AD.

Note 4: The installation of a P/N L535A3501230 ring frame as replacement part is not a terminating action for the repetitive inspection requirements of this AD.

Note 5: The modification of a helicopter per requirement 3 of this AD is a terminating action for the repetitive inspection requirements of this AD.
(EASA AD 2010-0254 refers)

Compliance:
1. Before further flight after 24 September 2009 (the effective date of DCA/EC135/25A) unless previously accomplished, and thereafter before the first flight of every day accomplish a visual inspection of the rear structure per requirement 1.
2. Within the next 25 hours TIS, or within 100 hours TIS since the last inspection per DCA/EC135/25A whichever occurs sooner, and thereafter at intervals not to exceed 25 hours TIS.
3. By 23 December 2011.
4. From 23 December 2010.

Effective Date: 23 December 2010

DCA/EC135/34A Mechanical Air Conditioning System – Inspection

Applicability: Model EC 135 P2+ and EC 135 T2+ aircraft, S/N 870, 872, 873, 879, 883, 884, 888, 893, 900, 905, 911, 914, 916, 917, 923 and 926 fitted with a mechanical air condition system with compressor bearing block P/N L210M1872105.

Note 1: This AD revised to introduce an optional terminating action to the repetitive inspections per note 2 of this AD.

Requirement: To prevent bearing cage debris entering the engine inlet due to possible failure of a bearing in the air conditioning compressor bearing block which could result in engine compressor damage and loss of engine power, accomplish the following:

Inspect the upper bearing in the bearing block of the mechanical air conditioning system compressor, per the instructions in Eurocopter Deutschland (ECD) ASB EC135-21A-013 original issue, dated 06 June 2011 or later approved revisions.

If water, corrosion or grease leaks are found deactivate the air conditioning system per the instructions in ECD ASB EC135-21A-013 before further flight.

Note 2: The repetitive inspections mandated by this AD may be terminated when the mechanical air conditioning system compressor bearing block P/N L210M1872105 is replaced with an improved block P/N L210M1872107 or P/N L210M1872886 per the instructions in of ECD SB EC135-21-015 original issue, dated 12 July 2011 or later approved revisions.

(EASA AD 2011-0111R1 refers)

Compliance: Within 25 hours TIS or 14 days after 30 June 2011 (the effective date of DCA/EC135/34), whichever occurs sooner, and

If condensation is found accomplish the AD requirements thereafter at intervals not to exceed 25 hours TIS or 28 days whichever occurs sooner, and

If no water, corrosion or grease leaks are found, accomplish the AD requirements thereafter at intervals not to exceed 100 hours TIS or 3 months whichever occurs sooner.

Effective Date: DCA/EC135/34 - 30 June 2011
DCA/EC135/34A - 27 October 2011

DCA/EC135/35 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/EC135/36 Fire Extinguishing System Injection Tubes – Replacement

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with a single engine fire extinguishing system P/N L262M1808101, L262M1812101 or P/N L262M1812102, or fitted with a dual engine fire extinguishing system P/N L262M1813102.

Requirement: To prevent failure of the fire extinguishing system due to non-compliant injection tubes accomplish the following:

1. Modify or replace RH and LH injection tubes and elbow (if installed) listed in table 1 of this AD per the instructions in Eurocopter Deutschland GmbH (ECD) ASB EC135-26A-003 revision 01 dated 16 May 2011 or later approved revisions.

Table 1 – Parts to be modified or replaced:

For single engine fire extinguishing systems:	RH tube P/N L262M1810101; LH tube P/N L262M1811801 and/or P/N L262M1809101.
For dual engine fire extinguishing systems:	RH tube P/N L262M1814101; RH tube P/N L262M1808212; LH tube elbow P/N L262M1815101 and LH tube P/N L262M1808211.

2. An injection tube or elbow listed in table 1 of this AD shall not be installed on any helicopter unless the part has been modified per the instructions in ECD ASB EC135-26A-003.
(EASA AD 2011-0172 refers)

Compliance: 1. <u>For single engine fire extinguishing systems P/N L262M1808101, P/N L262M1812101 and P/N L262M1812102</u>:

By 29 June 2012.

<u>For dual engine fire extinguishing system P/N L262M1813102</u>:

By 29 March 2012.

2. From 29 September 2011.

Effective Date: 29 September 2011

DCA/EC135/37 Emergency Float Kit – Inspection

Applicability: Model EC-135 aircraft fitted with Apical emergency float kit P/N 644.1801, S/N all through to 031 (embodied under FAA STC SR01855LA).

Requirement: To prevent an unsafe condition accomplish the inspections and corrective actions specified in FAA AD 2011-25-01.

(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012

Effective Date: 26 January 2012

DCA/EC135/38 Cancelled – DCA/EC135/39 refers

Effective Date: 19 May 2012

DCA/EC135/39B Cancelled – EASA AD 2012-0085R4 refers

Effective Date: 4 October 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0085R6 Main Rotor Hub – Inspection

Applicability: EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2 helicopters, all S/N.

Effective Date: 2012-0085R4 - 4 October 2012
2012-0085R5 - 30 October 2012
2012-0085R6 - 9 February 2016

2013-0176 Flight System Actuators – Inspection

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2+, EC 135 P2 (CPDS), EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2+ and EC 135 T2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0178 Cancelled - EASA AD 2017-0243 refers

Effective Date: 21 December 2017

2013-0228-E Main Rotor Actuator – Replacement

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 25 September 2013

2013-0289-E Cancelled – EASA AD 2025-0174 refers

Effective Date: 28 August 2025

2013-0306-CN AD Cancelled by EASA – Purpose fulfilled

Effective Date: EASA AD 2013-0306 - 27 December 2013
EASA AD 2013-0306-CN - 26 April 2017

2013-0307-E Fuel Quantity Indication – AFM Amendment

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 21 December 2013

2014-0226 Main Gearbox and Tail Gearbox Oil – Inspection

Applicability: EC135 P2+ and EC135 T2+ helicopters, S/N as listed in Appendix 1 of this AD.

Effective Date: 24 October 2014

2017-0002 Main Transmission Housing – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3 helicopters, all S/N.

Effective Date: 23 January 2017

2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2010-0227R1 Tail Rotor Rod and Ball Pivot – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2006-0318R2 Tail Rotor Linear Control Transducer Bearing and Rod – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, if fitted with bearing P/N LN9367GE6N2, or with an affected part (see Note of this AD).

Note: For the purpose of this AD, an affected part is a Floor P/N L533M1014101, or P/N L533M1014102, or P/N L533M1014103, or P/N L533M1014104, or P/N L533M1014105, or P/N L533M1014106, that has not been modified and re-identified in service in accordance with the instructions of ECD Alert Service Bulletin (ASB) EC135-67A-012, or in production in accordance with drawing L671M5040051, or a Rod P/N L671M5040205, or a Lever P/N L671M5040101.

Effective Date: 25 April 2017

2017-0147 Tail Rotor Controls – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 31 August 2017

2017-0199 Cancelled – EASA AD 2021-0011 refers

Effective Date: 31 January 2021

2017-0243 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2011-0168R1 Instrument Lighting Display Brightness – Inspection

Applicability: EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2 helicopters, S/N 0642 through to 0999 inclusive, if fitted with an optional night vision goggle (NVG) system.

Effective Date: 26 April 2018

2018-0063 Cyclic Stick – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N up to 1263 inclusive and S/N 1265, if fitted with an autopilot,and S/N 2001 up to 2024 inclusive, except S/N 2006, 2008, 2013, 2017, 2019, 2020 and 2022.

Effective Date: 26 April 2018

2018-0168R1 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2018-0210-E Hoist Carrier Assembly – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N, except EC135 P3H and EC135 T3H variants.

Effective Date: 27 September 2018

2018-0284 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2019-0087-E Cancelled – EASA AD 2020-0105 refers

Effective Date: 28 May 2020

2019-0199 Tail Rotor Drive Ti-Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 30 August 2019

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T33 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0099 Titanium Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 May 2020

2020-0102 Tail Rotor Control System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Effective Date: 28 May 2020

2020-0105 Main Rotor Actuator Single-Axis Actuators – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Note: This AD partially retains the requirements of superseded EASA AD 2019-0087-E, introduces repetitive inspections or replacement of all affected parts, and provides criteria to allow installation of affected parts.

Effective Date: 28 May 2020

2020-0282 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 January 2021

2021-0011 Outboard Load System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Note: This AD supersedes EASA AD 2017-0199 to introduce the installation of an updated hook assembly, which is a terminating action for the repetitive inspections.

Effective Date: 31 January 2021

2021-0050 Tail Rotor Blades – Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 9 March 2021

2021-0066 Outboard Load System Fittings – Inspection

Applicability: EC135 P2+, EC135 P3, EC135 T2+ and EC135 T3 helicopters, S/N 0886 through to 1166, except S/N 1007, 1102 and 1145, and except helicopters embodied in service with Airbus Helicopters SB EC135-85-063.

Effective Date: 22 March 2021

2021-0149 Emergency Flashlight – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all S/N up to 820 inclusive.

Effective Date: 5 July 2021

2022-0023 Air Conditioning System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, S/N from 0008 through to 0869 inclusive, except S/N 0831 and S/N 0864.

Effective Date: 24 February 2022

2022-0067 Airworthiness Limitations – Amendment

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 28 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T3, EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 635 T1, EC 635 T2+, EC 635 T3, EC 635 P2+ and EC 635 P3 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled – EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment

Applicability: EC135 P3H, EC135 T3H, EC635 P3H and EC635 T3H helicopters, all S/N.

Effective Date: EASA AD 2022-0168 - 31 August 2022
EASA AD 2022-0168R1 - 26 September 2025
EASA AD 2022-0168R2 - 11 November 2025
EASA AD 2022-0168R3 - 4 June 2026

2023-0066 Hoist Boom Assembly - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 7 April 2023

2023-0197 Tail Rotor Drive - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 30 November 2023

2024-0028R1 Cancelled – EASA AD 2026-0032 refers

Effective Date: 5 March 2026

2024-0249 Cancelled – EASA AD 2026-0081 refers

Effective Date: 4 May 2026

2025-0051R1 Hoist – Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3 helicopters, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

2025-0055 Rescue Hoist Cable Drum – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N up to 1999 inclusive.

Affected Part: Rescue Hoist Assembly with P/N 44301-10-2, P/N 44301-10-4, P/N 44301-10-5, P/N 44301-10-6, P/N 44301-10-7, P/N 44301-10-10, P/N 44301-10-11, P/N 44301-10-12 or P/N 44301-10-13.

Effective Date: 27 March 2025

2025-0108 Cancelled – EASA AD 2025-0260 refers

Effective Date: 2 December 2025

2025-0113 Cancelled – EASA AD 2026-0031 refers

Effective Date: 5 March 2026

2025-0174R1 Rear Structure / Ring Frame – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N up to 1276 inclusive, if fitted with mounting ring frame X9227 P/N L535H2120301, P/N L535H2120303 or P/N L535H2120304, except those helicopters fitted with a frame reinforcement.

Effective Date: EASA AD 2025-0174 - 28 August 2025
EASA AD 2025-0174R1 - 29 September 2025

2025-0260 Yaw Control System Ball Bearing – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N up to 1999 inclusive.

Effective Date: 2 December 2025

2026-0024 Yaw Control System Ball Bearing – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N 0005 through to 1276 inclusive.

Note: EASA AD 2026-0024 does not supersede EASA AD 2025-260.

Effective Date: 26 February 2026

2026-0031 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Note: EASA AD 2026-0031 is issued simultaneously with EASA AD 2026-0032.

Effective Date: 5 March 2026

2026-0032 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Note: EASA AD 2026-0032 is issued simultaneously with EASA AD 2026-0031.

Effective Date: 5 March 2026

2026-0050 Automatic Flight Control System – Functional Check Flight

Applicability: EC135 P3 and EC135 T3 helicopters, S/N 2001 and onwards.

Effective Date: 26 March 2026

2026-0080 Emergency, Malfunction and Normal Procedures – AFM Amendment

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 1 May 2026

2026-0081 Warning Unit Emergency Off Switches – Operational Check / Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 4 May 2026

*** 2026-0188 Warning Unit Emergency Off Switches – Operational Check**

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 29 October 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 155 and AS 365 / SA 365 Series

29 October 2026

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 155 B, EC 155 B1, AS 365 N2, AS 365 N3, SA 365 C1, SA 365 C2, SA 365 C3, SA 365 N and SA 365 N1, manufactured under EASA Type Certificate No. R.105.
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

F-1979-102-002 TRGB Tripod Mount P/N 360 - Inspection....6
F-1979-135-003 Spherical Thrust Bearings SEP P/N 704A.33.633.27 or 30 - Inspection....6
F-1979-190-004 Main Rotor Head Control System - Inspection....6
F-1979-211-005 Magnetic Plug, Engine Reduction Rear & Engine Oil Pressure - Inspection....6
F-1979-253-006 Magnetic Plug with Warning System - Inspection....6
F-1980-164-007 Magnetic Plug on Engine Oil System with Warning Installation - Inspection....7
F-1981-066-010 Long Sliders on Pilot and Co-pilots Seats - Inspection....7
F-1982-080-012 Horizontal Stabilizers - Inspection....7
F-1982-136-014R1 System for Holding the Horizontal Stabilizer Flanges - Inspection....7
F-1982-166-001 Unusable Fuel - Inspection....7
F-1983-012-002 Fire Extinguishing System Pipes - Inspection....8
F-1983-013-015 Life Time Reduction for Rotor Drive Element - Inspection....8
F-1983-038-016R1 System for Holding the Horizontal Stabilizers Flanges - Inspection....8
F-1983-077-003 Flight Controls, Roll Lever & 9 Deg Frame Cover - Inspection....8
F-1983-182-017 Flexible Coupling - Reduced Service Life....8
F-1983-183-004 Flexible Coupling - Reduced Service Life....9
F-1983-186-018 MGB modified to AMS 07-7149 (Relocation of Drain Plug) - Inspection....9
F-1983-200-019 Rotating Fairings and the Tail Rotor Hub Body - Inspection....9
F-1983-201-005 Rotating Fairings and the Tail Rotor Hub Body - Inspection....9
F-1983-203-020 Main Rotor Head Fairing Supports - Inspection....9
F-1984-019-021R2 Main Rotor Mast Shaft - Inspection....10
F-1984-020-006R2 Main Rotor Mast Shaft - Inspection....10
F-1984-151-023 Tail Rotor Drive Shaft Bearing Block Assembly N1 - Inspection....10
F-1984-152-008 Tail Rotor Drive Shaft Bearing Block Assembly N1 - Inspection....10
F-1985-013-009R1 Wire Antenna Installation for HF SSB Radio - Inspection....10
F-1985-037-010 Locking of Rear Sidegate - Inspection....11
F-1985-085-012 Engine Fire Extinguisher System - Inspection....11
F-1985-155-024 Tail Rotor Gearbox, Oil Filler Cap - Inspection....11
F-1985-156-013 Tail Rotor Gearbox, Oil Filler Cap - Inspection....11
F-1986-017-014 Fuel Filter - Inspection....11

F-1986-033-025R1 Main Rotor Head, Roving Sleeve Beams - Inspection 12
F-1986-034-015R2 Main Rotor Head, Roving Sleeve Beams - Inspection 12
F-1986-087-016R2 Interference with Flight Controls - Inspection 12
F-1986-122-026 BLU Wire Antenna - Inspection 12
F-1986-123-017R1 Main Rotor Shaft - Inspection 12
F-1986-170-019 Spherical Thrust Bearing/Attach Beams Bolt - Reduction of Life Limit 13
F-1986-175-018 Hydraulic System - Inspection 13
F-1986-176-027 Hydraulic System - Inspection 13
F-1987-008-028 Interference of Fuel Flow Control with Engine Fuel pipe - Inspection 13
F-1987-009-020R1 Power Plant Embodied with TURBOMECA Modification - Inspection 13
F-1987-166-021 Flight Cycle Calculation - Inspection 14
F-1987-167-022R1 Electrical Multiple Panels - Inspection 14
F-1987-168-029 Flight Cycle Calculation - Inspection 14
F-1988-188-024R1 Tripod - Inspection 14
F-1988-189-030 Tripod - Inspection 14
F-1990-006-025R1 Swashplate - Inspection 15
F-1990-007-031R1 Swashplate - Inspection 15
F-1990-099-026 MGB Oil Line - Inspection 15
F-1990-119-032R1 MGB Bar Shackles - Inspection 15
F-1990-203-028 Autopilot Actuators - Inspection 15
F-1990-204-033R1 Tail Rotor Control Shaft - Inspection 16
F-1990-205-027R1 Tail Rotor Control Shaft - Inspection 16
F-1991-022-029 Front Passenger Door - Inspection 16
F-1991-041-030 LUCAS AIR EQUIPEMENT Electric Hoist - Inspection 16
F-1991-082-034 LUCAS AIR EQUIPEMENT Electric Hoist - Inspection 16
F-1991-267-031 Main Rotor Shaft - Inspection 17
F-1991-268-035 Main Rotor Shaft - Inspection 17
F-1992-181-032R1 Main Rotor Pitch Change Horn Bushes - Inspection 17
F-1992-182-036R1 Main Rotor Pitch Change Horn Bushes - Inspection 17
F-1992-185-033R4 Tail Rotor - Inspection 17
F-1993-065-034R1 Rotor Mast Shaft - Inspection 18
F-1993-066-037R1 Rotor Mast Shaft - Inspection 18
F-1994-052-035 Front Passenger Door Jettison Mechanism - Inspection 18
F-1994-076-036R1 Outboard Fins Attachment - Inspection 18
F-1994-145-039 Free Wheel - Inspection 18
F-1994-148-037 Fuel Filter Elements - Inspection 19
F-1994-149-038 Fuel Filter Elements - Inspection 19
F-1995-067-038 Transmission Deck - Inspection 19
F-1995-107-039R1 Tail Rotor Hub Fairing - Inspection 19
F-1995-112-040 Tail Rotor Hub Fairing - Inspection 19
F-1996-117-040 Main Rotor Head Frequency Adapter - Inspection 20
F-1997-145-042 MGB Planet Gear Shaft - Inspection 20
F-1998-112-042 Single-pole Circuit Breakers - Inspection 20
F-1998-113-043 Single-pole Circuit Breakers - Inspection 20
F-1998-252-043 Connectral manufactured Electrical Connection Modules - Inspection 20
F-1998-253-044R1 Connectral manufactured Electrical Connection Modules - Inspection 21
F-1998-324-045 MGB Vibration Level Monitoring - Inspection 21
F-1998-383-044 MRH / Spherical thrust bearings / Beam Attach Bolts - Inspection 21
F-1998-384-047 MRH Spherical Thrust Bearings/Beams Attach Bolts - Inspection 21
F-1998-517-048R2 Printed Circuit Boards - Inspection 21
F-1999-459-049R1 Enlarged Sliding Doors, Non-jettisonable Windows - Inspection 22
F-2000-108-050R2 Sand Filter Ejection Nozzles - Inspection 22
F-2000-235-045 Main Rotor Blades - Service Life Limitation 22
F-2000-302 Ferry Fuel Tanks - Inspection 22

F-2000-517-051 Engine Indicating Adaptation - Inspection 22
F-2001-058-001R1 Cabin Sliding Door - Inspection 23
F-2001-060-052 Fuselage Frame, Reinforced Latch Support - Inspection 23
F-2001-061-053 Fuselage Frame, Stretcher support - Inspection 23
F-2001-439-002R1 SMS 45 H Screens - Inspection 23
F-2001-617-004R1 SMD 45 H Screens - Inspection 23
F-2002-044 SIREN Cargo Hooks - Inspection 24
F-2002-186-005R1 Doors - Inspection 24
F-2002-283-048R1 MGB Torque of Attach Stud - Inspection 24
F-2002-285-055R1 MGB Torque of Attach Studs - Inspection 24
F-2002-312R1 Rotor Flight Controls "TRW-SAMM" Main Servo Controls - Inspection 24
F-2002-452R1 Main Rotor and Tail Rotor Dynamic Components - Inspection 25
F-2002-472-057 Tail Rotor Head Pitch Change Control Rod - Inspection 25
F-2002-473-006 Tail Rotor Head Pitch Change Control Rod - Inspection 25
F-2002-474R2 MLG Wheel Brake Hydraulic Hose – Inspection 25
F-2002-515R1 Landing Gear Indicating System - Inspection 25
F-2003-028R1 Fuel Air Vent Hose and RH Front Passenger Door Latch Support – Inspection 26
F-2003-196 Engine Governing Red "GOV" Warning Lights - Inspection 26
F-2003-321 Landing Gear Brace Strut Actuator – Inspection 26
F-2003-322R1 Rotor Flight Controls, Double Locking of Stop Screws - Inspection 26
F-2003-323 Indicating and Recording Systems, Landing Gear PCBs - Inspection 26
F-2003-345R2 Cabin Sliding Doors - Inspection 27
F-2003-372 Cabin Sliding Doors Microswitches - Inspection 27
F-2004-013R1 Rotor Flight Controls, Prohibition of Intentional Auto-rotation - Inspection 27
F-2004-052R1 Sliding Doors Upper Rail & Fitting – Inspection 27
F-2004-057R1 Electrical / Electronic Panel 12 Alpha Wiring - Inspection 27
F-2004-060R1 Limitations - Never Exceed Speed (Vne) - Inspection 28
F-2004-099 Main Landing Gear Wheel Brake Hose – Inspection 28
F-2004-106 Main Rotor Blade / Tip Cap Junction - Inspection 28
F-2004-107R1 Cabin Sliding Doors - Inspection 28
F-2004-156 Cabin Sliding Door Rails and Fittings - Inspection 28
F-2004-157 Cabin Sliding Doors Forward Centering Pins - Inspection 29
F-2004-179 Engine Fire Extinguishers - Inspection 29
F-2004-180 Engine & Baggage Compartment Fire Extinguishers - Inspection 29
F-2004-188 Cargo Hold Fire Detectors & Upholstering - Inspection 29
F-2005-036 Main Gearbox (MGB) Bottom Plate - Inspection 29
F-2005-119R1 Hydraulic System Cooler Filter Element - Inspection 30
F-2006-042 Hydraulic Power Flexible Hydraulic Pipes & Attachment Clamps – Inspection 30
2006-0052-E Cabin Sliding Doors - Inspection 30
2006-0078 Tail Rotor Blade Tuning Weights - Inspection 30
2006-0080 Life Raft Installation - Inspection 30
2006-0084-E Main Rotor Hub-to-Mast Bolted Attachment - Inspection 31
2006-0098 [Corrected] Hoist Hooks - Inspection 31
2006-0099 Tail Rotor Blades - Inspection 31
2006-0101 Main Gearbox (MGB) Base Plate - Inspection 31
2006-0213 Optional Ski Installation – AFM Supplement 31
2006-0214 Main Gear Box, Low Oil Pressure Warning - Inspection 32
2006-0255 Engine Control Selector Switch Guard on Panel 12 ALPHA - Inspection 32
2006-0256R1 [Corrected] Engine Control Selector Switch Guard - Inspection 32
2006-0362-E Main Rotor Head Frequency Adapters - Inspection 32
2006-0368R1 [Correction] Rotor Mast Nut - Inspection 32
2007-0099 Main & Tail Rotors Servo-Controls - Inspection 33
2007-0129 Main Gearbox (MGB) Suspension Diagonal Cross-Member - Inspection 33
2007-0159-E Hoist Cut-off Connector 24 Delta - Inspection 33

2007-0220	Tail Rotor Blade Pitch Control Shafts - Inspection	33
2007-0224R1	[Corrected] CPT 609 Crash Position Transmitter Beacon Antenna - Inspection	34
2007-0288R1	MGB) Planet Gear Carrier - Inspection	34
2008-0096-E	Crash Position Indicator (CPI) Components - Inspection	34
2008-0165R1	Starflex Star Arm Ends - Inspection	34
2008-0204R1	Never-Exceed Speed (VNE) and Rate-of-Descent (R/D) – Limitation	34
2009-0035-E	UNS-1D Navigation System – Limitation	35
2009-0078R1	VIP 4-seat Benches – Limitation	35
2009-0109-E	High Level Switches / Fuel Transfer between Fuel Tank Groups - Inspection	35
2009-0122R1	Load Release Units - Inspection	35
2010-0014	Hoist Operator's Belt Snap Hook - Inspection	35
2010-0040	Jettisoning System of the Pilot's and Co-pilot's Doors - Inspection	36
2010-0052-E	External Life Raft Mooring Line Attachment - Inspection	36
2010-0100R1	[Correction] Vertical Gyro Unit Data Output - Limitation	36
2010-0116-E	Main Gearbox Oil Low Pressure Switch Connection - Inspection	36
2010-0181	Cancelled – EASA AD 2025-0191 refers	36
2010-0257	Jettisoning System of Hinged Cabin Door Window – Inspection	36
2011-0108	Upper Fin / Fenestron Attachment Fittings - Inspection	37
2011-0127	Main Gearbox Casing - Inspection	37
2011-0154	[Correction] Collective Pitch Lever Restraining Tab - Inspection	37
2011-0190	Fuel Draining System - Inspection	37
2012-0067	Tail Rotor Blade Monitoring and Limitations - Inspection	37
2012-0098-E	AFM Emergency Procedures - Revision	38
2012-0108R1	Fuselage Frame No.9 - Inspection	38
2012-0148	AFM Operating Limitations Section – Amendment	38
2012-0206	EADS SOGERMA Flight Crew Seats - Inspection	38
2012-0227R1	Tail Rotor Hub - Inspection	38
2013-0218	Main Rotor Hub Frequency Adapter / Torque Value - Inspection	39
2013-0294	Passenger Compartment Lighting – Inspection	39
2014-0159R1	Fuselage Frame – Inspection	39
2014-0162R2	Fuselage Upper Frame – Inspection	39
2014-0188R4	Emergency Flotation System – AFM Supplement	39
2014-0214	External Life Rafts – Inspection	40
2014-0231	Safety Belt Straps / Arm-Rest Stops and Fold-Down Centre Back-Rest - Inspection	40
2014-0236R1	Emergency Lighting – AFM Operational Procedure Amendment	40
2014-0240	Fuel Supply – Inspection	40
2015-0048	External Life Raft - Inspection	40
2015-0068-E	Placards and Markings - Inspection	41
2015-0075	Emergency Locator Transmitter - Inspection	41
2015-0157	Jettisoning System of the Pilot and Co-pilot Doors - Inspection	41
2015-0168	Cabin Windows / Jettisoning System – Inspection	41
2015-0226R6	[Correction] Hoist - Inspection	41
2016-0028	Internal Life Rafts – Inspection	42
2016-0115-E	Main Rotor Mast / Starflex Star / Mast Connecting Bolts - Inspection	42
2016-0258	Strobe Light Harnesses - Inspection	42
2017-0116R2	MGB Magnetic Plugs & Main Rotor Drive Planet Gear Assemblies - Inspection	42
2018-0069	Flight / Ground Logic – Inspection	42
2018-0173-E	Hoist Carrier Assembly – Inspection	43
2018-0176	Main Gearbox Magnetic Plug - Inspection	43
2018-0258	Swing Door Jettisonable Window – Inspection	43
2018-0263	MGB Magnetic Plugs & Main Rotor Drive Planet Gear Assemblies - Inspection	43
2019-0008	Cowlings and Fairings - Inspection	43
2019-0080	Aft Fuselage Skin Panels – Inspection	44
2019-0088R1	Placards and Markings - Inspection	44

2019-0165-E	Tail Rotor Gearbox - Inspection	44
2019-0184	Main Rotor Servo Actuators – Inspection	44
2019-0246	Collective Controls / Protective Cover – Inspection	44
2020-0013	Hand-held Fire Extinguishers – Inspection	45
2020-0043	Main Gearbox – Inspection	45
2020-0064	Emergency Flotation System / Inflation Hoses – Inspection	45
2020-0287	Tail Rotor Drive Flange / Shaft Flexible Coupling - Inspection	45
2021-0016	Main Gearbox / Magnetic Plug and Oil Filter / Planet Gears - Inspection	45
2021-0048	Cancelled – EASA AD 2023-0064 refers	45
2021-0101R2	Door Placards and AFM Emergency Procedures – Inspection/Amendment	46
2021-0170	Tail Rotor Double Bearing - Inspection	46
2021-0171R1	Tail Rotor Pitch Control Rod Bearing - Inspection	46
2021-0225	AFM Supplement / OEI Performance Limitations – Amendment	46
2021-0265	Power Plant Cowlings - Inspection	46
2022-0006R2	Main Rotor Drive Oil Cooling Fan Hub - Inspection	46
2022-0038	Cancelled – EASA AD 2023-0001 refers	46
2022-0220	Main Rotor Flight Controls / Shear-button Safety Cap – Inspection	47
2022-0231	Central Firewall Stiffener – Inspection	47
2022-0261	Fire Detectors – Replacement	47
2023-0001	Tail Rotor Pitch Control Rod Bearing – Inspection	47
2023-0064	Main Rotor Pitch Rod Upper Links - Inspection	47
2023-0090	Cancelled - EASA AD 2026-0118 refers	47
2024-0110	Cancelled - EASA AD 2025-0239 refers	47
2024-0173	Cancelled - EASA AD 2026-0011 refers	47
2024-0244	Hoist - Inspection	47
2025-0051R1	Hoist – Replacement	48
2025-0191	Airworthiness Limitation Section - Amendment	48
2025-0239	Upper Ball Bearing End of the Main Rotor Servo Controls - Inspection	48
2026-0011	Jettisonable Windows, Sliding Doors and Fixed Panels - Modification	48
2026-0029	Tail Gearbox Input Flange – Functional Checks	48
2026-0056	Engine Firewalls – Modification	48
2026-0118	Tail Rotor Actuator - Inspection	48
* 2026-0195	Tail Rotor Gearbox Control Rod Bearings - Life Limitation	48

F-1979-102-002 TRGB Tripod Mount P/N 360 - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1979-135-003 Spherical Thrust Bearings SEP P/N 704A.33.633.27 or 30 - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1979-190-004 Main Rotor Head Control System - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1979-211-005 Magnetic Plug, Engine Reduction Rear & Engine Oil Pressure - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1979-253-006 Magnetic Plug with Warning System - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1980-164-007 Magnetic Plug on Engine Oil System with Warning Installation - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1981-066-010 Long Sliders on Pilot and Co-pilots Seats - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1982-080-012 Horizontal Stabilizers - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1982-136-014R1 System for Holding the Horizontal Stabilizer Flanges - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1982-166-001 Unusable Fuel - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-012-002 Fire Extinguishing System Pipes - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-013-015 Life Time Reduction for Rotor Drive Element - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-038-016R1 System for Holding the Horizontal Stabilizers Flanges - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-077-003 Flight Controls, Roll Lever & 9 Deg Frame Cover - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-182-017 Flexible Coupling - Reduced Service Life

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-183-004 Flexible Coupling - Reduced Service Life

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-186-018 MGB modified to AMS 07-7149 (Relocation of Drain Plug) - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-200-019 Rotating Fairings and the Tail Rotor Hub Body - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-201-005 Rotating Fairings and the Tail Rotor Hub Body - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1983-203-020 Main Rotor Head Fairing Supports - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1984-019-021R2 Main Rotor Mast Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1984-020-006R2 Main Rotor Mast Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1984-151-023 Tail Rotor Drive Shaft Bearing Block Assembly N1 - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1984-152-008 Tail Rotor Drive Shaft Bearing Block Assembly N1 - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1985-013-009R1 Wire Antenna Installation for HF SSB Radio - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1985-037-010 Locking of Rear Sidegate - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1985-085-012 Engine Fire Extinguisher System - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1985-155-024 Tail Rotor Gearbox, Oil Filler Cap - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1985-156-013 Tail Rotor Gearbox, Oil Filler Cap - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-017-014 Fuel Filter - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-033-025R1 Main Rotor Head, Roving Sleeve Beams - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-034-015R2 Main Rotor Head, Roving Sleeve Beams - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-087-016R2 Interference with Flight Controls - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-122-026 BLU Wire Antenna - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-123-017R1 Main Rotor Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-170-019 Spherical Thrust Bearing/Attach Beams Bolt - Reduction of Life Limit

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-175-018 Hydraulic System - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1986-176-027 Hydraulic System - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1987-008-028 Interference of Fuel Flow Control with Engine Fuel pipe - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1987-009-020R1 Power Plant Embodied with TURBOMECA Modification - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1987-166-021 Flight Cycle Calculation - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1987-167-022R1 Electrical Multiple Panels - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1987-168-029 Flight Cycle Calculation - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1988-188-024R1 Tripod - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1988-189-030 Tripod - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-006-025R1 Swashplate - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-007-031R1 Swashplate - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-099-026 MGB Oil Line - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-119-032R1 MGB Bar Shackles - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-203-028 Autopilot Actuators - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-204-033R1 Tail Rotor Control Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1990-205-027R1 Tail Rotor Control Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1991-022-029 Front Passenger Door - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1991-041-030 LUCAS AIR EQUIPEMENT Electric Hoist - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1991-082-034 LUCAS AIR EQUIPEMENT Electric Hoist - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1991-267-031 Main Rotor Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1991-268-035 Main Rotor Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1992-181-032R1 Main Rotor Pitch Change Horn Bushes - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1992-182-036R1 Main Rotor Pitch Change Horn Bushes - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1992-185-033R4 Tail Rotor - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1993-065-034R1 Rotor Mast Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1993-066-037R1 Rotor Mast Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1994-052-035 Front Passenger Door Jettison Mechanism - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1994-076-036R1 Outboard Fins Attachment - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1994-145-039 Free Wheel - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1994-148-037 Fuel Filter Elements - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1994-149-038 Fuel Filter Elements - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1995-067-038 Transmission Deck - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1995-107-039R1 Tail Rotor Hub Fairing - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1995-112-040 Tail Rotor Hub Fairing - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1996-117-040 Main Rotor Head Frequency Adapter - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1997-145-042 MGB Planet Gear Shaft - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-112-042 Single-pole Circuit Breakers - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-113-043 Single-pole Circuit Breakers - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-252-043 Connectral manufactured Electrical Connection Modules - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-253-044R1 Connectral manufactured Electrical Connection Modules - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-324-045 MGB Vibration Level Monitoring - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-383-044 MRH / Spherical thrust bearings / Beam Attach Bolts - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-384-047 MRH Spherical Thrust Bearings/Beams Attach Bolts - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1998-517-048R2 Printed Circuit Boards - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-1999-459-049R1 Enlarged Sliding Doors, Non-jettisonable Windows - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2000-108-050R2 Sand Filter Ejection Nozzles - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2000-235-045 Main Rotor Blades - Service Life Limitation

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2000-302 Ferry Fuel Tanks - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2000-517-051 Engine Indicating Adaptation - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2001-058-001R1 Cabin Sliding Door - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2001-060-052 Fuselage Frame, Reinforced Latch Support - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2001-061-053 Fuselage Frame, Stretcher support - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2001-439-002R1 SMS 45 H Screens - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2001-617-004R1 SMD 45 H Screens - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-044 SIREN Cargo Hooks - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-186-005R1 Doors - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-283-048R1 MGB Torque of Attach Stud - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-285-055R1 MGB Torque of Attach Studs - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-312R1 Rotor Flight Controls "TRW-SAMM" Main Servo Controls - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-452R1 Main Rotor and Tail Rotor Dynamic Components - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-472-057 Tail Rotor Head Pitch Change Control Rod - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-473-006 Tail Rotor Head Pitch Change Control Rod - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-474R2 MLG Wheel Brake Hydraulic Hose – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2002-515R1 Landing Gear Indicating System - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-028R1 Fuel Air Vent Hose and RH Front Passenger Door Latch Support – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-196 Engine Governing Red "GOV" Warning Lights - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-321 Landing Gear Brace Strut Actuator – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-322R1 Rotor Flight Controls, Double Locking of Stop Screws - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-323 Indicating and Recording Systems, Landing Gear PCBs - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-345R2 Cabin Sliding Doors - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2003-372 Cabin Sliding Doors Microswitches - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-013R1 Rotor Flight Controls, Prohibition of Intentional Auto-rotation - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-052R1 Sliding Doors Upper Rail & Fitting – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-057R1 Electrical / Electronic Panel 12 Alpha Wiring - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-060R1 Limitations - Never Exceed Speed (Vne) - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-099 Main Landing Gear Wheel Brake Hose – Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-106 Main Rotor Blade / Tip Cap Junction - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-107R1 Cabin Sliding Doors - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-156 Cabin Sliding Door Rails and Fittings - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-157 Cabin Sliding Doors Forward Centering Pins - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-179 Engine Fire Extinguishers - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-180 Engine & Baggage Compartment Fire Extinguishers - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2004-188 Cargo Hold Fire Detectors & Upholstering - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2005-036 Main Gearbox (MGB) Bottom Plate - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2005-119R1 Hydraulic System Cooler Filter Element - Inspection

Applicability: EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

F-2006-042 Hydraulic Power Flexible Hydraulic Pipes & Attachment Clamps – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 DGAC AD.

Effective Date: 24 February 2022

2006-0052-E Cabin Sliding Doors - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0078 Tail Rotor Blade Tuning Weights - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0080 Life Raft Installation - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0084-E Main Rotor Hub-to-Mast Bolted Attachment - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0098 [Corrected] Hoist Hooks - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0099 Tail Rotor Blades - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0101 Main Gearbox (MGB) Base Plate - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0213 Optional Ski Installation – AFM Supplement

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0214 Main Gear Box, Low Oil Pressure Warning - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0255 Engine Control Selector Switch Guard on Panel 12 ALPHA - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0256R1 [Corrected] Engine Control Selector Switch Guard - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0362-E Main Rotor Head Frequency Adapters - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2006-0368R1 [Correction] Rotor Mast Nut - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0099 Main & Tail Rotors Servo-Controls - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0129 Main Gearbox (MGB) Suspension Diagonal Cross-Member - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0159-E Hoist Cut-off Connector 24 Delta - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0220 Tail Rotor Blade Pitch Control Shafts - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0224R1 [Corrected] CPT 609 Crash Position Transmitter Beacon Antenna - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2007-0288R1 MGB) Planet Gear Carrier - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2008-0096-E Crash Position Indicator (CPI) Components - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2008-0165R1 Starflex Star Arm Ends - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2008-0204R1 Never-Exceed Speed (VNE) and Rate-of-Descent (R/D) – Limitation

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2009-0035-E UNS-1D Navigation System – Limitation

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2009-0078R1 VIP 4-seat Benches – Limitation

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2009-0109-E High Level Switches / Fuel Transfer between Fuel Tank Groups - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2009-0122R1 Load Release Units - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0014 Hoist Operator's Belt Snap Hook - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0040 Jettisoning System of the Pilot's and Co-pilot's Doors - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0052-E External Life Raft Mooring Line Attachment - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0100R1 [Correction] Vertical Gyro Unit Data Output - Limitation

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0116-E Main Gearbox Oil Low Pressure Switch Connection - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2010-0181 Cancelled – EASA AD 2025-0191 refers

Effective Date: 25 September 2025

2010-0257 Jettisoning System of Hinged Cabin Door Window – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2011-0108 Upper Fin / Fenestron Attachment Fittings - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2011-0127 Main Gearbox Casing - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2011-0154 [Correction] Collective Pitch Lever Restraining Tab - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2011-0190 Fuel Draining System - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0067 Tail Rotor Blade Monitoring and Limitations - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0098-E AFM Emergency Procedures - Revision

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0108R1 Fuselage Frame No.9 - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0148 AFM Operating Limitations Section – Amendment

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0206 EADS SOGERMA Flight Crew Seats - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2012-0227R1 Tail Rotor Hub - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2013-0218 Main Rotor Hub Frequency Adapter / Torque Value - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2013-0294 Passenger Compartment Lighting – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0159R1 Fuselage Frame – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0162R2 Fuselage Upper Frame – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0188R4 Emergency Flotation System – AFM Supplement

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0214 External Life Rafts – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0231 Safety Belt Straps / Arm-Rest Stops and Fold-Down Centre Back-Rest - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0236R1 Emergency Lighting – AFM Operational Procedure Amendment

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2014-0240 Fuel Supply – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0048 External Life Raft - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0068-E Placards and Markings - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0075 Emergency Locator Transmitter - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0157 Jettisoning System of the Pilot and Co-pilot Doors - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0168 Cabin Windows / Jettisoning System – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2015-0226R6 [Correction] Hoist - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2016-0028 Internal Life Rafts – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2016-0115-E Main Rotor Mast / Starflex Star / Mast Connecting Bolts - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2016-0258 Strobe Light Harnesses - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2017-0116R2 MGB Magnetic Plugs & Main Rotor Drive Planet Gear Assemblies - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2018-0069 Flight / Ground Logic – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2018-0173-E Hoist Carrier Assembly – Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2018-0176 Main Gearbox Magnetic Plug - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2018-0258 Swing Door Jettisonable Window – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2018-0263 MGB Magnetic Plugs & Main Rotor Drive Planet Gear Assemblies - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0008 Cowlings and Fairings - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0080 Aft Fuselage Skin Panels – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0088R1 Placards and Markings - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0165-E Tail Rotor Gearbox - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2019-0246 Collective Controls / Protective Cover – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2020-0013 Hand-held Fire Extinguishers – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2020-0043 Main Gearbox – Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2020-0064 Emergency Flotation System / Inflation Hoses – Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2020-0287 Tail Rotor Drive Flange / Shaft Flexible Coupling - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2021-0016 Main Gearbox / Magnetic Plug and Oil Filter / Planet Gears - Inspection

Applicability: AS 365 and SA 365 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0101R2 Door Placards and AFM Emergency Procedures – Inspection/Amendment

Applicability: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: EASA AD 2021-0101 - 24 February 2022
EASA AD 2021-0101R1 - 31 March 2022
EASA AD 2021-0101R2 - 26 January 2023

2021-0170 Tail Rotor Double Bearing - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2021-0171R1 Tail Rotor Pitch Control Rod Bearing - Inspection

Applicability: SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: EASA AD 2021-0171 - 24 February 2022
EASA AD 2021-0171R1 - 25 July 2024

2021-0225 AFM Supplement / OEI Performance Limitations – Amendment

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2021-0265 Power Plant Cowlings - Inspection

Applicability: AS 365 series, SA 365 series and EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2022-0006R2 Main Rotor Drive Oil Cooling Fan Hub - Inspection

Applicability: EC 155 series helicopters.

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 EASA AD.

Effective Date: 24 February 2022

2022-0038 Cancelled – EASA AD 2023-0001 refers

Effective Date: 18 January 2023

2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, 155 B and EC 155 B1 helicopters, all S/N fitted with hoist provisions (hoist fixed parts).

Effective Date: 24 November 2022

2022-0231 Central Firewall Stiffener – Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 22 December 2022

2022-0261 Fire Detectors – Replacement

Applicability: AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 3 January 2023

2023-0001 Tail Rotor Pitch Control Rod Bearing – Inspection

Applicability: SA 365 C1, SA 365 C2, SA 365 C3 and SA 365 N helicopters, all S/N.

Effective Date: 18 January 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: SA 365 C1, SA 365 C2, SA 365 C3, SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 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

2023-0090 Cancelled - EASA AD 2026-0118 refers

Effective Date: 6 July 2026

2024-0110 Cancelled - EASA AD 2025-0239 refers

Effective Date: 10 November 2025

2024-0173 Cancelled - EASA AD 2026-0011 refers

Effective Date: 29 January 2026

2024-0244 Hoist - Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N3, SA 365 C1, SA 365 C2 and SA 365 C3 helicopters, all S/N.

Effective Date: 20 December 2024

2025-0051R1 Hoist – Replacement

Applicability: AS 365 N3 helicopters, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

2025-0191 Airworthiness Limitation Section - Amendment

Applicability: EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 25 September 2025

2025-0239 Upper Ball Bearing End of the Main Rotor Servo Controls - Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 10 November 2025

2026-0011 Jettisonable Windows, Sliding Doors and Fixed Panels - Modification

Applicability: EC 155 B and EC 155 B1 helicopters, all S/N, except those aircraft on which Airbus Helicopters embodied MOD 365V820030, or MOD 07.53C80 in production.

Effective Date: 29 January 2026

2026-0029 Tail Gearbox Input Flange – Functional Checks

Applicability: SA 365 N helicopters, all S/N.

Effective Date: 26 February 2026

2026-0056 Engine Firewalls – Modification

Applicability: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 30 March 2026

2026-0118 Tail Rotor Actuator - Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all S/N.

Effective Date: 6 July 2026

*** 2026-0195 Tail Rotor Gearbox Control Rod Bearings - Life Limitation**

Applicability: SA 365 N helicopters, all S/N.

Effective Date: 29 October 2026

Airworthiness Directive Schedule

Helicopters

Bell 429 Series

29 October 2026

Notes:

1. This AD schedule is applicable to Bell 429 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-107.
2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the TC website at:
   Airworthiness Directives - Advanced Search (tc.gc.ca)

   FAA ADs can be obtained directly from the FAA website at:
   Dynamic Regulatory System (faa.gov)
3. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

CF-2002-03R3	KAflex Shaft – Inspection	3
FAA AD 2012-26-15	Air Pressure Transducer – Inspection	3
FAA AD 2013-06-51	Goodrich Hoist – Inspection	3
CF-2014-28	Time Limits and Maintenance Checks – New Life Limitations	3
CF-2015-15R1	Pylon Restraint Spring Assy Rod End – Inspection	3
CF-2015-16R3	Tail Rotor Pitch Link Spherical Bearing – Inspection	3
CF-2015-29	Oil Check Valve – Inspection	3
CF-2016-01R2	Tail Rotor Pitch Link – Inspection	3
CF-2016-07	Nose Landing Gear – Inspection	4
CF-2016-11R3	Bellcrank Pivot Bearings – Inspection	4
CF-2016-39	Main Rotor Pitch Link Bearings – Inspection	4
CF-2017-02	Landing Gear Parts – Life Limitation	4
FAA AD 2017-05-51	Air Comm Corp. Air Conditioning System – Inspection	4
CF-2017-16	Time Limits and Maintenance Checks – New Life Limitations	4
CF-2017-23	Goodrich Hoists – Inspection	4
CF-2018-16	Seat Belt Comfort Clips – Inspection	4
CF-2018-18	Tail Rotor Gearbox – Inspection	5
CF-2018-35	Tail Rotor Gearbox – Inspection	5
CF-2019-03	Airworthiness Limitations	5
CF-2019-15	Tail Rotor System Limitations	5
CF-2019-16	Flight Control System - Yaw Trim	5
CF-2020-11	Control Bellcrank Bearing Staking - Inspection	5
CF-2020-18R2	Prohibit use of Map Mode on LH and RH Display Units - AFM Amendment	5
CF-2020-21R1	Emergency Flotation System Supply Hoses - Inspection	5
CF-2021-15	Cancelled - CF-2025-60 refers	5
CF-2024-11	Cancelled - CF-2025-29 refers	6
CF-2025-16	Stability and Control Augmentation System Actuators (SCAS) - Inspection	6
CF-2025-29	Tail Rotor Blade Abrasion Strip Cracks - Inspection	6

CF-2025-60R1 TRGB Support Assembly to Tail Boom Attachment - Inspection 6
CF-2025-64 Sliding Door Lower Roller Disengagement - Inspection 6
* CF-2026-50 Tail Rotor Pitch Link Spherical Bearing - Inspection 6
* CF-2026-52 Main Rotor Mast Inner Diameter - Inspection 6
* CF-2026-56 Reduced AFT Cyclic Stick Margin - Inspection 6

CF-2002-03R3 KAflex Shaft – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 10 October 2013

FAA AD 2012-26-15 Air Pressure Transducer – Inspection

Applicability: Air data pressure transducers installed in air data computers (ADC), air data modules (ADM), air data attitude heading reference systems (ADAHRS), and digital air data computers (DADC) with P/Ns and S/Ns identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated 6 November 2012.

Effective Date: 24 January 2013

FAA AD 2013-06-51 Goodrich Hoist – Inspection

Applicability: Bell 429 helicopters fitted with an externally-mounted hoist with a P/N and S/N listed in Table 1 of Goodrich Alert Service Bulletin No. 44301- 10-15, dated 8 March 2013.

Effective Date: 15 July 2013

CF-2014-28 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 2 September 2014

CF-2015-15R1 Pylon Restraint Spring Assy Rod End – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57260.

Note: This AD revised to introduce P/N 427-010-210-109 to the Background and Corrective Actions sections of the AD. This P/N was inadvertently omitted from the original issue of the AD.

Effective Date: CF-2015-15 - 25 June 2015
CF-2015-15R1 - 31 August 2017

CF-2015-16R3 Tail Rotor Pitch Link Spherical Bearing – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57401.

Note: CF-2015-16R3 introduces an optional terminating action for the current recurring inspection requirements with the introduction of a new improved tail rotor pitch link assembly. The AD applicability has been reduced to account for those Bell 429 helicopters fitted with an improved tail rotor pitch link assembly at manufacture.

Effective Date: CF-2015-16R1 - 6 August 2015
CF-2015-16R2 - 17 April 2017
CF-2015-16R3 - 27 May 2021

CF-2015-29 Oil Check Valve – Inspection

Applicability: Bell 429 helicopters with S/N as noted in the Corrective Action section of CF-2015-29.

Effective Date: 21 December 2015

CF-2016-01R2 Tail Rotor Pitch Link – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: CF-2016-01 - 19 January 2016
CF-2016-01R1 - 24 February 2016
CF-2016-01R2 - 26 April 2017

CF-2016-07 Nose Landing Gear – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57265 where the helicopter is fitted with wheeled landing gear.

Effective Date: 18 March 2016

CF-2016-11R3 Bellcrank Pivot Bearings – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2016-11 - 2 May 2016
CF-2016-11R1 - 5 October 2016
CF-2016-11R2 – 1 November 2017
CF-2016-11R3 - 30 September 2021

CF-2016-39 Main Rotor Pitch Link Bearings – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 12 December 2016

CF-2017-02 Landing Gear Parts – Life Limitation

Applicability: Bell 429 helicopters, S/N 57150, 57168, 57176, 57210, 57211 through 57216, 57265, 57266, 57267 and 57287.

Effective Date: 30 January 2017

FAA AD 2017-05-51 Air Comm Corp. Air Conditioning System – Inspection

Applicability: Bell 429 helicopters fitted with an Air Comm Corporation air conditioning system P/N 429EC-200 or 429EC-202.

Note 1 to paragraph (a) of FAA AD 2017-05-51: Air conditioning system P/N 429EC-200 and 429EC-202 are identifiable by a three-screw installation as depicted in Figure 1 of Air Comm Corporation Service Bulletin 429-201-1, Revision NC, dated 17 February 2017 (SB 429-201-1).

Effective Date: 6 March 2017

CF-2017-16 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 31 May 2017

CF-2017-23 Goodrich Hoists – Inspection

Applicability: Bell 429 helicoptes, S/N 57001 and subsequent fitted with a Goodrich 44316 series hoist system.

Note: For Bell 429 helicopters, Transport Canada AD CF-2017-23 supersedes the requirements in FAA AD 2013-06-51 and EASA AD 2015-0226R3.

Effective Date: 21 July 2017

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 28 June 2018

CF-2018-18 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57321, 57323 through to 57341, 57343 through to 57346, 57348 and 57350.

Effective Date: 16 July 2018

CF-2018-35 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 31 January 2019

CF-2019-03 Airworthiness Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57351.

Effective Date: 28 February 2019

CF-2019-15 Tail Rotor System Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57363.

Effective Date: 27 April 2019

CF-2019-16 Flight Control System - Yaw Trim

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 17 May 2019

CF-2020-11 Control Bellcrank Bearing Staking - Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57210, 57212 through to 57344, 57346 through to 57371, 57374 through to 57377 and 57380.

Effective Date: 30 April 2020

CF-2020-18R2 Prohibit use of Map Mode on LH and RH Display Units - AFM Amendment

Applicability: Bell 429 helicopters, S/N 57001 through to 57369, 57371 and 57373.

Note: Transport Canada AD CF-2020-18R2 revised to introduce a revised AFM supplement.

Effective Date: CF-2020-18 - 4 June 2020
CF-2020-18R1 - 17 December 2020
CF-2020-18R2 - 24 February 2022

CF-2020-21R1 Emergency Flotation System Supply Hoses - Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2020-21 – 25 June 2020
CF-2020-21R1 – 2 September 2020

CF-2021-15 Cancelled - CF-2025-60 refers

Effective Date: 8 December 2025

CF-2024-11 Cancelled - CF-2025-29 refers

Effective Date: 10 June 2025

CF-2025-16 Stability and Control Augmentation System Actuators (SCAS) - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent fitted with SCAS actuator P/N 429-001-065-107/-109/-111.

Effective Date: 31 March 2025

CF-2025-29 Tail Rotor Blade Abrasion Strip Cracks - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Note: The repetitive visual inspections required before every engine start in Part II of CF-2025-29, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual 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.

If any cracks are found during the repetitive visual inspections in either side of the abrasion strip of an affected tail rotor blade marked with a visual identification mark, then an aircraft maintenance engineer must accomplish the corrective actions in accordance with the requirements in CF-2025-29 before further flight.

Effective Date: 10 June 2025

CF-2025-60R1 TRGB Support Assembly to Tail Boom Attachment - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: Transport Canada AD CF-2025-60 - 8 December 2025
Transport Canada AD CF-2025-60R1 - 26 February 2026

CF-2025-64 Sliding Door Lower Roller Disengagement - Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57447, 57449 through to 57507 and 57509 through to 57538.

Effective Date: 18 December 2025

*** CF-2026-50 Tail Rotor Pitch Link Spherical Bearing - Inspection**

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 23 October 2026

*** CF-2026-52 Main Rotor Mast Inner Diameter - Inspection**

Applicability: Bell 429 helicopters, S/N 57001 through to 57447, 57449 through to 57517, 57519, 57521, 57525 through to 57527 and 57529.

Effective Date: 30 October 2026

*** CF-2026-56 Reduced AFT Cyclic Stick Margin - Inspection**

Applicability: Bell 429 helicopters, S/N 57001 through to 57547, 57549, 57552 through to 57554, 57556, 57558 and 57559.

Effective Date: 10 November 2026

Airworthiness Directive Schedule

Aeroplanes

Diamond DA 42 and DA 42 NG

29 October 2026

Notes:

1. This AD schedule is applicable to Diamond DA 42 and DA 42 NG aircraft manufactured under European Union Aviation Safety Agency (EASA) Type Certificate No. A.005 and

   Diamond DA 42 aircraft fitted with a Lycoming L/IO-360-M1A engine embodied by Transport Canada STC SA09-54.

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 aircraft.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. The date above indicates the amendment date of this schedule.

4. New or amended ADs are shown with an asterisk *

Contents

DCA/DA42/1	Wing Safety Walk Material – Replacement and AFM Amendment	3
DCA/DA42/2	Propeller System Check Valve Bracket - Inspection	3
DCA/DA42/3	Auxiliary Fuel Tank Venting – Inspection	4
DCA/DA42/4B	Engine Control Unit Back-up Batteries – Modification & AFM Amendment	4
DCA/DA42/5	Aileron Bellcrank & Rod Ends - Replacement	5
DCA/DA42/6A	Lightning Strike – Limitation and AFM Amendment	5
DCA/DA42/7	Engine Mount Bolts – Inspection	6
DCA/DA42/8A	Cancelled – DCA/DA42/10 refers	6
DCA/DA42/9A	Rear Passenger Door – Inspection	6
DCA/DA42/10A	Main Landing Gear – Inspection	7
DCA/DA42/11	Upper Centre Wing Skin/Spar Joint – Inspection	8
DCA/DA42/12	Main Landing Gear Shock Absorbers – Inspection	8
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		9
2013-0121	Nose Landing Gear Actuator – Inspection	9
2016-0156R1	Cancelled – EASA AD 2017-0090 refers	9
2017-0074	Cancelled – EASA AD 2020-0008 refers	9
2017-0090	Cancelled – EASA AD 2017-0120 refers	9
2017-0120	Cancelled – EASA AD 2017-0254 refers	9
2017-0254	Exhaust Pipes – Inspection	9
2019-0066	NLG Leg Assembly – Inspection	9
2019-0218	Fuel Tank Connection Hoses – Inspection	9
2019-0302	Cancelled – EASA AD 2023-0013 refers	9
2020-0008	Flap Control System / Bellcrank Assembly – Inspection	10
2012-0269	Air Intake / Induction Filter Icing – AFM Revision	10
2013-0224	Alternator Fail Indication – Modification	10
2016-0190	Auto-pilot Bridle Cable Clamps – Inspection	10
2018-0214	Rudder Pedal Gust Lock Mounts – Removal	10
2023-0013R1	Rudder Steering Bracket – Inspection and Modification	10
2024-0235	Rear Passenger Door Latching Mechanism – Inspection and Modification	11

2026-0067R1 Exhaust Pipes – Inspection and Modification 11
2026-0125R1 NLG Hydraulic Actuator Rod End – Inspection 11
* 2026-0183 Airworthiness Limitations – Amendment 11

DCA/DA42/1 Wing Safety Walk Material – Replacement and AFM Amendment

Applicability: Model DA 42 aircraft, S/N 42.004 and onwards.

Requirement: To prevent an adverse effect on the aircrafts single engine climb performance that is caused by the surface roughness of the wing stub safety walks Series 300, gray color (equivalent to sandpaper grid 40), accomplish the following:

1. Amend the aircraft AFM Doc. 7.01.05-E by inserting temporary revision TR-MÄM-42-103, revision 2 or earlier, which is part of Diamond Aircraft Industries GmbH (DAI) MSB42-005.

Note 1: TR-MÄM-42-103 has to remain in the AFM until requirement 2 or 3 is accomplished.

Note 2: Previous compliance with AD A-2005-001 or AD A-2005-001R1 satisfies this requirement.

2. For S/N 42.004 through 42.035, and 42.037 replace the wing stub safety walks per paragraph 1.8, actions 2 a) and 2 b) of Diamond Aircraft Industries GmbH (DAI) MSB-42-006/1, dated 20 September 2005.

Remove obsolete TR pages from the AFM and insert TR-MÄM-42-111/a per paragraph 1.8, actions 2 c) to 2 e) of DAI MSB-42-006/1.

3. For S/N 42.036, 42.038 through 42.064, 42.107, 42.109, 42.110, and 42.177 remove obsolete TR pages from the AFM and insert TR-MÄM-42-111/a per paragraph 1.8, actions 3 a) to 3 c) of DAI MSB-42-006/1.

Note 3: Only install manufacturer released safety walk P/Ns with a surface roughness equal to or finer than sandpaper grid 100.
Do not install safety walks Series 300 (equal to sandpaper grid 40), gray color, P/N D60-1127-10-51 (no revision letter attached).

Note 4: AFM-TR-MÄM-42-111/a, or a later temporary revision, or an AFM revision containing the information of TR-MÄM-42-111/a, must remain part of the DA42 AFM, Doc. No. 7.01.05-E.

(Austrian AD A-2005-003 refers)

Compliance: 1. Before further flight, unless already accomplished.

2. By 30 May 2006.

3. By 30 May 2006.

Effective Date: 30 March 2006

DCA/DA42/2 Propeller System Check Valve Bracket - Inspection

Applicability: Model DA 42 aircraft, S/Ns 42.004 through 42.129, 42.177 and 42.AC001

Requirement: To prevent failure of the attachment fittings of the propeller control system pressure lines which may cause the lines to crack and result in loss of propeller control which may lead to inflight engine shutdown, install an additional bracket per the instructions in Diamond Mandatory Service Bulletin (MSB) No. 42-024/2 or later approved revisions.

(EASA 2006-0277 AD refers)

Compliance: Within the next 50 hours TIS or by 31 October 2006.

Effective Date: 28 September 2006

DCA/DA42/3 Auxiliary Fuel Tank Venting – Inspection

Applicability: Model DA 42 aircraft, S/Ns 42.015, 42.028, 42.036, 42.044, 42.055, 42.059, 42.062, 42.067, 42.069, 42.075 through to 42.100, 42.105, 42.106, 42.108, 42.114, 42.115, 42.117 through to 42.122 and 42.124

Requirement: To prevent the inability to transfer the complete auxilliary fuel quantity to the main tanks and cause the possible collapse of the auxilliary tank, accomplish the following:

1. Inspect and modify the auxiliary fuel tank system per the instructions in Diamond Aircraft Industries Mandatory Service Bulletin (MSB) 42-032/1 or later approved revisions.

2. Insert temporary revision AMM-TR-OÄM-42-056f into the DA 42 Maintenance Manual and update the operator's maintenance program accordingly.

(EASA AD 2007-0047 refers)

Compliance: 1. & 2. By 30 April 2007

Effective Date: 29 March 2007

DCA/DA42/4B Engine Control Unit Back-up Batteries – Modification & AFM Amendment

Applicability: Model DA 42 aircraft, S/N 42.004, 42.006, 42.009 through to 42.156, 42.158 through to 42.176, 42.178 through to 42.190, 42.192 through to 42.233, 42.235 through to 42.246, 42.248 through to 42.254, 42.256 through to 42.261, 42.263 through to 42.269 and Canadian production line S/N 42.AC001 through to 42.AC109.

Note 1: This AD revised to include an approved alternative method of compliance per note 3 of this AD. No further action is required for aircraft in compliance with previous revisions of DCA/DA42/4.

Requirement: To prevent a voltage drop possibly causing the FADEC shutting the engines down inflight, accomplish the following:

1. Modify the engine electrical system by installing additional ECU backup batteries per Diamond Aircraft Industries (DAI) Mandatory Service Bulletin (MSB) 42-042 and DAI Work Instruction WI-MSB-42-042.

2. Amend the DA 42 Aircraft Flight Manual (AFM) by inserting a copy of AFM TR-MÄM-42-240 dated 17 June 2007.

3. Amend the DA 42 Aircraft Maintenance Manual (AMM) by inserting DAI AMM-TR-MÄM-42-240 Temporary Revision dated 17 June 2007.

(EASA AD 2007-0183R2 refers)

Note 2: The AMM and AFM temporary revisions may be removed when the information contained in the temporary revision is incorporated in the normal revision process.

Note 3: Modification of the engine electrical system per the instructions in Diamond Aircraft Optional Service Bulletin (OSB) No. 42-050/1 including the associated documents referenced therein, is approved as an Alternative Method of Compliance (AMOC) to the requirements of this AD.

Compliance: 1. 2. & 3. Within the next 100 hours TIS or by 29 December 2007, whichever occurs sooner.

Effective Date: DCA/DA42/4 - 26 July 2007
DCA/DA42/4A - 27 September 2007
DCA/DA42/4B - 29 November 2007

DCA/DA42/5 Aileron Bellcrank & Rod Ends - Replacement

Applicability: Model DA 42 and DA 42 M aircraft, all S/N fitted with aileron bellcranks P/N DA4-2717-50-00.

Note: Model DA 42 and DA 42 M aircraft, S/N 42.008 through to 42.285, 42.287, 42.289 through to 42.291, 42.295, 42.297, 42.301, 42.302, 42.306 through to 42.308 and 42.AC001 through to 42.AC110 are known to have bellcrank P/N DA4-2717-50-00 and bent rod ends P/N DAI-9027-00-01 fitted at manufacture.

Requirement: To prevent aileron control system failure due to friction and chafing which could result in loss of aircraft control, accomplish the following:

1. Replace aileron bellcrank P/N DA4-2717-50-00 with an improved aileron bellcrank P/N DA4-2717-50-00_01 and replace any bent rod ends P/N DAI-9027-00-01 with straight parts, per the instructions in Diamond Aircraft Industries GmbH MSB-42-043, dated 14 February 2008 or MSB-42-043/1, dated 03 April 2008 or later approved revisions.

2. An aileron bellcrank P/N DA4-2717-50-00 or bent rod ends P/N DAI-9027-00-01 shall not be fitted to any aircraft.

(EASA AD 2008-0086 refers)

Compliance: 1. Within the next 200 hours TIS.

2. From 29 May 2008.

Effective Date: 29 May 2008

DCA/DA42/6A Lightning Strike – Limitation and AFM Amendment

Applicability: Model DA 42 and DA 42 M aircraft, all S/N manufactured by Diamond Aircraft Industries (DAI) in Austria and Canada.

Note: This AD revised to include DA 42 series aircraft manufactured in Canada.

Requirement: To prevent structural failure after a lightning strike which could have exceeded the aircraft lightning design requirement and result in structural damage that may not be visible to the pilot, accomplish the following:

Amend the AFM and include the new lightning strike procedure per Diamond Aircraft Industries GmbH Temporary Revision TR-MÄM-42-270 dated 31 May 2008.

After any lightning strike, the aircraft should be inspected per paragraph 5.D in chapter 05-50 of DA 42 Aircraft Maintenance Manual.

(EASA AD 2008-0136R1 refers)

Compliance: By 25 September 2008

Effective Date: DCA/DA42/6 - 28 August 2008
DCA/DA42/6A - 25 September 2008

DCA/DA42/7 Engine Mount Bolts – Inspection

Applicability: Model DA 42 aircraft, all S/N fitted with Thielert TAE125-01 engines.

Note 1: The engines identified in DAI MSB-42-058 by S/N have been fitted with wedge locking washers and bonded bolts, and are not affected by this AD.

Requirement: To prevent the engine mounting bolts loosening which could result in an in flight engine shut-down, accomplish the following:

1. Inspect the rear RH engine support bracket mounting bolts and accomplish the corrective actions per Diamond Aircraft Industries GmbH Mandatory SB MSB-42-058 dated 21 May 2008 or later approved revisions, and the instructions in action 1 of Work Instruction WI-MSB-42-058.

2. Replace all rear RH engine support bracket mounting bolts with wire locked bolts P/N D60-9071-26-01 per DAI MSB-42-058 and the instructions in action 2 of Work Instruction WI-MSB-42-058.

Note 2: The repetitive inspection in requirement 1 is no longer required once requirement 2 of this AD has been accomplished.

3. Rear RH engine support mounting brackets shall not be fitted to any aircraft unless they are fitted with wire locked bolts P/N D60-9071-26-01.
(EASA AD 2008-0139 refers)

Compliance:
1. Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS until requirement 2 of this AD is accomplished.
2. By 28 April 2009.
3. From 28 August 2008

Effective Date: 28 August 2008

DCA/DA42/8A Cancelled – DCA/DA42/10 refers

Effective Date: 24 February 2010

DCA/DA42/9A Rear Passenger Door – Inspection

Applicability: Model DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Note: The requirements of this AD revised to include the AFM at the latest revision (which includes the requirements in AFM-TR-MAM 42-443) as an acceptable means to comply with the requirements in this AD.

Requirement: To prevent loss of the rear passenger door in flight, accomplish the following:

1. Accomplish the following actions concurrently per the instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletins No. MSB 42-083 or MSB 42NG-014 dated 13 July 2010 (single document) and the associated Work Instructions or later approved revisions of these documents. Determine the P/N of the rear passenger door retaining bracket. If a P/N DA4-5200-00-69 is found fitted, replace with a bracket P/N DA4-5200-00-69-SB, and revise the AFM and incorporate DAI Temporary Revision AFM-TR-MAM 42-443 or amend the AFM with a revision that includes the information in AFM-TR-MAM 42-443.

2. A rear passenger door retaining bracket P/N DA4-5200-00-69 shall not be fitted to any aircraft.
(EASA AD 2010-0235R1 refers)

Compliance:
1. Within the next 200 hours TIS after 25 November 2010 (the effective date of DCA/DA42/9) or by 25 November 2011 whichever occurs sooner.

2. From 25 November 2010 (the effective date of DCA/DA42/9).

Effective Date: DCA/DA42/9 - 25 November 2010
DCA/DA42/9A - 30 June 2011

DCA/DA42/10A **Main Landing Gear – Inspection**

Applicability: Model DA 42 and DA 42 M aircraft, all S/N manufactured by Diamond Aircraft Industries in Austria and Diamond Aircraft Industries in Canada.

Note 1: This AD retains the requirements in superseded DCA/DA42/10 and extends the compliance time for requirement 2. That AD introduced improved steel parts as a terminating action to the repetitive inspections.

Requirement: To prevent failure of the Main Landing Gear (MLG) due to possible cracks in the damper/trailing arm joints, accomplish the following:

1. Inspect the MLG joint P/N D60-3217-23-5x per the instructions in Diamond Aircraft Industries GmbH MSB-42-088/2 revision 2, dated 03 February 2011 and the associated Work Instruction WIMSB-42-088 revision 1, dated 03 February 2011 or later approved revisions of these documents.

If any cracks are found, replace the affected MLG joint P/N D60-3217-23-5x per the instructions in DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088.

2. Replace every MLG joint P/N D60-3217-23-5x with a MLG joint P/N D64-3217-23-0x per the instructions in DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088.

3. A MLG joint P/N D60-3217-23-5x shall not be fitted to any aircraft which is in compliance with requirement 2 of this AD, or aircraft that already have MLG joints P/N D64-3217-23-0x fitted.

Note 2: The accomplishment of requirement 2 is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.

Note 3: Inspections and corrective actions accomplished prior to the effective date of this AD per the instructions in DAI MSB-42-088 at original issue or revision 1 are acceptable to comply with the initial requirements of this AD. After the effective date of this AD repetitive inspections and corrective actions must be accomplished per the instructions in DAI MSB-42-088 revision 2 or later approved revisions.

(EASA AD 2011-0020R1 refers)

Compliance: 1. Within the next 20 hours TIS after 30 September 2010 (the effective date of DCA/DA42/8A) and thereafter at intervals not to exceed 100 hours TIS.

2. By 29 June 2012 unless previously accomplished.

3. From 24 February 2011 (the effective date of DCA/DA42/10).

Effective Date: DCA/DA42/10 - 24 February 2011
DCA/DA42/10A - 29 March 2012

DCA/DA42/11 Upper Centre Wing Skin/Spar Joint – Inspection

Applicability: Model DA 42 and DA 42 NG aircraft (modified by DAI from a DA 42 per DAI optional SB 42-068), S/N 42.006 through to 42.007, 42.010, 42.012 through to 42.014, 42.016 through to 42.033, 42.035 through to 42.043, 42.045, 42.046, 42.048 through to 42.051, 42.053, 42.055 through to 42.059, 42.061 through to 42.081, 42.083 through to 42.093, 42.096 through to 42.097, 42.099 through to 42.120, 42.122 through to 42.125, 42.127 through to 42.148, 42.150 through to 42.156, 42.158 through to 42.170, 42.172 through to 42.176, 42.178, 42.179, 42.181 through to 42.190, 42.192 through to 42.200, 42.202 through to 42.224, 42.AC001 through to 42.AC028 and 42.AC030 through to 42.AC052, and

Model DA 42 M aircraft (modified from a DA 42 per DAI optional SB 42-056) and model DA 42 M-NG aircraft (modified by DAI from a DA 42 M per DAI optional SB 42-081), S/N 42.008, 42.157 and 42.191.

Requirement: To detected voids in the adhesive joint between the centre wing spars and the upper centre wing skins in the area between the fuselage and the engine nacelles, accomplish the following:

Inspect the adhesive joint between the centre wing spars and the upper centre wing skin per the instructions in Diamond Aircraft Industries GmbH MSB 42-092/42NG-022 (single document) and the associated associated Working Instruction (WI), both dated 20 May 2011 or later approved revisions of these documents. Report the results to the aircraft manufacturer per the instructions in the MSB.

If voids are found which exceed the criteria specified in the WI, repair the aircraft per the instructions in section III.2 of the WI, or accomplish a manufacturer approved repair before further flight.

(EASA AD 2011-0100 refers)

Compliance: Within the next 100 hours TIS or by 30 September 2011, whichever occurs sooner.

Effective Date: 30 June 2011

DCA/DA42/12 Main Landing Gear Shock Absorbers – Inspection

Applicability: Model DA 42 and DA 42 NG aircraft, all S/N
Model DA 42 M and DA 42 M-NG aircraft, all S/N

Requirement: To prevent main landing gear failure, accomplish the requirements in EASA AD 2012-0174.

Note: Diamond Aircraft Industries (DAI) RSB 42-089 / RSB 42NG-017 dated 06 October 2010, or RSB 42-089/1 / RSB 42NG-017/1 dated 19 April 2011; DAI WI-RSB 42-089 / WI-RSB 42NG-017 dated 06 October 2010; DAI MSB 42-095 / MSB 42NG-026 dated 11 November 2011 and DAI WI-RSB 42-095 / WI-RSB 42NG-026 dated 11 November 2011 or later EASA approved revisions are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0174 refers)

Compliance: At the compliance times specified in EASA AD 2012-0174.

Effective Date: 27 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
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.

2013-0121 Nose Landing Gear Actuator – Inspection

Applicability: DA 42 and DA 42 NG aeroplanes, all S/N, and

DA 42 M and DA 42 M-NG aeroplanes, all S/N.

Effective Date: 18 June 2013

2016-0156R1 Cancelled – EASA AD 2017-0090 refers

Effective Date: 31 May 2017

2017-0074 Cancelled – EASA AD 2020-0008 refers

Effective Date: 3 February 2020

2017-0090 Cancelled – EASA AD 2017-0120 refers

Effective Date: 27 July 2017

2017-0120 Cancelled – EASA AD 2017-0254 refers

Effective Date: 25 January 2018

2017-0254 Exhaust Pipes – Inspection

Applicability: Model DA 42 and DA 42 M aircraft, S/N 42.004 through to 42.427 inclusive, 42.AC001 through to 42.AC151 inclusive, 42.M001 through to 42.M027 inclusive, if fitted with TAE 125-02-99 engines (modification MÄM 42-198 or Optional Service Bulletin (OSB) 42-046) or TAE 125-02-114 engines (modification OÄM 42-252 or OSB 42-107).

Effective Date: 25 January 2018

2019-0066 NLG Leg Assembly – Inspection

Applicability: Model DA 42 and DA 42 M aircraft, all S/N.

Model DA 42 NG and DA 42 M-NG aircraft, all S/N that have been converted from a DA 42 and DA 42 M aircraft with the embodiment of Optional Service Bulletin (OSB) 42-068, or OSB 42-081, as applicable.

Effective Date: 18 April 2019

2019-0218 Fuel Tank Connection Hoses – Inspection

Applicability: DA 42 and DA 42 M aircraft, all S/N.

DA 42 NG and DA 42 M-NG aircraft, all S/N including those aircraft that have been converted from DA 42 and DA 42 M aircraft per Optional Service Bulletin (OSB) 42-068 or OSB 42-081.

Effective Date: 26 September 2019

2019-0302 Cancelled – EASA AD 2023-0013 refers

Effective Date: 1 February 2023

2020-0008 Flap Control System / Bellcrank Assembly – Inspection

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: 3 February 2020

2012-0269 Air Intake / Induction Filter Icing – AFM Revision

Applicability: DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.

Note: This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 26 November 2020

2013-0224 Alternator Fail Indication – Modification

Applicability: DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.

Note: This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 26 November 2020

2016-0190 Auto-pilot Bridle Cable Clamps – Inspection

Applicability: DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.

Note: This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 26 November 2020

2018-0214 Rudder Pedal Gust Lock Mounts – Removal

Applicability: DA 42 NG and DA 42 M-NG aeroplanes, S/N 42.N202, 42.N203, 42.N205 through to 42.N207 inclusive, 42.N210 through to 42.N214 inclusive, 42.N229 through to 42.N338 inclusive, 42.N340, 42.MN055, 42.MN057 and 42.MN058.

Note: This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 26 November 2020

2023-0013R1 Rudder Steering Bracket – Inspection and Modification

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: EASA AD 2023-0013 - 1 February 2023
EASA AD 2023-0013R1 - 30 May 2024

2024-0235 Rear Passenger Door Latching Mechanism – Inspection and Modification

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: 19 December 2024

2026-0067R1 Exhaust Pipes – Inspection and Modification

Applicability: DA 42 aircraft, embodied with EASA STC 10048730 Revision 7, or any previous revision.

Effective Date: 4 June 2026

2026-0125R1 NLG Hydraulic Actuator Rod End – Inspection

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: EASA AD 2026-0125-E - 1 July 2026
EASA AD 2026-0125R1 - 1 July 2026

*** 2026-0183 Airworthiness Limitations – Amendment**

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: 29 October 2026

Airworthiness Directive Schedule

Helicopters

Leonardo AW169

29 October 2026

Notes:

1. This AD schedule is applicable to AW169 helicopters manufactured by Leonardo S.p.A. (formerly Finmeccanica, AgustaWestland) under European Union Aviation Safety Agency (EASA) Type Certificate No. R.509.
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

2017-0137	Cancelled – EASA AD 2018-0203 refers	2
2017-0155	Emergency Exit Windows – Inspection	2
2017-0156	Automatic Flight Control System – Inspection	2
2017-0164	Landing Gear Retraction Actuators – Inspection	2
2017-0255	MLG Weight on Wheels Support Bracket – Inspection	2
2018-0203	Pilot Collective Stick Assembly – Inspection	3
2018-0197	Emergency Exit Windows – Inspection	3
2018-0208	Emergency Flotation System (EFS) – Inspection	3
2018-0252-E	Tail Rotor Flight Control System – Inspection	3
2018-0261-E	(Correction) Cancelled – EASA AD 2019-0023 refers	3
2019-0019	Tail Rotor Actuator Input Lever – Inspection	3
2019-0022	(Correction) Tail Rotor Duplex Bearing – Inspection	3
2019-0023	Cancelled – EASA AD 2019-0121 refers	3
2019-0121R1	Cancelled – EASA AD 2019-0193 refers	3
2019-0193	Cancelled – EASA AD 2020-0048 refers	3
2019-0252	Cancelled – EASA AD 2021-0199 refers	4
2020-0013	Hand Held Fire Extinguishers – Inspection	4
2020-0048	Cancelled – EASA AD 2020-0197 refers	4
2020-0197	Tail Rotor Servo Actuator / Duplex Bearing – Inspection	4
2021-0199	Yaw Pedal Assemblies – Modification	4
2021-0238	Fuel Tank Vent Lines – Inspection	4
2022-0178	Cancelled – EASA AD 2023-0160 refers	4
2022-0233-E	Cockpit Door Handle – Inspection	4
2023-0160	Maintenance Checks – Airworthiness Limitations	4
2023-0188-E	Float Assemblies – Replacement	4
2025-0051R1	Hoist – Replacement	5
* 2026-0187	Cargo Hook Barrel Nuts and Retainers – Inspection	5

2017-0137 Cancelled – EASA AD 2018-0203 refers

Effective Date: 27 September 2018

2017-0155 Emergency Exit Windows – Inspection

Applicability: Leonardo AW169 helicopters, S/N 69007, 69009, 69011 through to 69019 inclusive, 69021 through to 69024 inclusive, 69027, 69032, 69033, 69041, 69045 and 69051.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 22 February 2018

2017-0156 Automatic Flight Control System – Inspection

Applicability: AW169 helicopters, all S/N except those helicopters embodied with Automatic Flight Control System (AFCS) software P/N 6F2210AS0103 or later.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 22 February 2018

2017-0164 Landing Gear Retraction Actuators – Inspection

Applicability: AW169 helicopters, S/N 69007, 69009, 69011, 69013, 69014, 69015, 69017, 69018, 69020, 69021, 69022, 69023, 69024, 69025, 69027, 69028, 69031, 69032, 69041, 69042, 69043, 69044, 69049 and 69051, and

AW169 helicopters, all S/N fitted with a retractable landing gear system P/N 6F3200F00311 or 6F3200F00411.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 22 February 2018

2017-0255 MLG Weight on Wheels Support Bracket – Inspection

Applicability: AW169 helicopters, all S/N fitted with a LH MLG assembly P/N 6F3210V00132 or 6F3210V00133 and a S/N from MN01 through to MN84 inclusive, and/or a RH MLG assembly P/N 6F3210V00232 or 6F3210V00233 and a S/N from MN01 through to MN81 inclusive, except if the MLG has Magnaghi Aeronautica SB-07-2017-AW169 embodied.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 22 February 2018

2018-0203 Pilot Collective Stick Assembly – Inspection

Applicability: AW169 helicopters, all S/N fitted with a Pilot Collective Stick Assembly P/N 6F6711A07832, or P/N 6F6711A07831.

Effective Date: 27 September 2018

2018-0197 Emergency Exit Windows – Inspection

Applicability: AW169 helicopters, all S/N and AW189 helicopters, all S/N, except those helicopters fitted with emergency exit windows with strap P/N A487A003A, or helicopters with bubble windows P/N 8G5620F00112.

Effective Date: 27 September 2018

2018-0208 Emergency Flotation System (EFS) – Inspection

Applicability: AW169 helicopters, all S/N fitted with an EFS float assembly, having any P/N.

Effective Date: 27 September 2018

2018-0252-E Tail Rotor Flight Control System – Inspection

Applicability: AW169 helicopters, all S/N.

Effective Date: 22 November 2018

2018-0261-E (Correction) Cancelled – EASA AD 2019-0023 refers

Effective Date: 5 February 2019

2019-0019 Tail Rotor Actuator Input Lever – Inspection

Applicability: AW169 helicopters, all S/N.

Effective Date: 13 February 2019

2019-0022 (Correction) Tail Rotor Duplex Bearing – Inspection

Applicability: AW169 helicopters, all S/N.

Effective Date: 2019-0022 - 5 February 2019
2019-0022 (correction) - 5 February 2019

2019-0023 Cancelled – EASA AD 2019-0121 refers

Effective Date: 3 June 2019

2019-0121R1 Cancelled – EASA AD 2019-0193 refers

Effective Date: 14 August 2019

2019-0193 Cancelled – EASA AD 2020-0048 refers

Effective Date: 20 March 2020

2019-0252 Cancelled – EASA AD 2021-0199 refers

Effective Date: 30 September 2021

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: AW169 helicopters, all S/N.

Effective: 27 February 2020

2020-0048 Cancelled – EASA AD 2020-0197 refers

Effective: 24 September 2020

2020-0197 Tail Rotor Servo Actuator / Duplex Bearing – Inspection

Applicability: AW169 helicopters, all S/N.

Effective: 24 September 2020

2021-0199 Yaw Pedal Assemblies – Modification

Applicability: AW169 helicopters, all S/N.

Effective: 30 September 2021

2021-0238 Fuel Tank Vent Lines – Inspection

Applicability: AW169 helicopters, S/N 69006 up to 69125 inclusive, except S/N 69040 and S/N 69130, 69132, 69133, 69134, 69136 and 69139.

Effective: 25 November 2021

2022-0178 Cancelled – EASA AD 2023-0160 refers

Effective: 31 August 2023

2022-0233-E Cockpit Door Handle – Inspection

Applicability: AW169 helicopters, all S/N.

Effective: 2 December 2022

2023-0160 Maintenance Checks – Airworthiness Limitations

Applicability: AW169 helicopters, all S/N.

Effective: 31 August 2023

2023-0188-E Float Assemblies – Replacement

Applicability: AW169 helicopters, all S/N.

Effective: 1 November 2023

2025-0051R1 Hoist – Replacement

Applicability: AW169 helicopters, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

*** 2026-0187 Cargo Hook Barrel Nuts and Retainers – Inspection**

Applicability: AW169 helicopters, all S/N listed in Appendix 1 of this AD.

Effective Date: 13 October 2026

Airworthiness Directive Schedule

Helicopters

MD Helicopters 369 Series, 500N and Kawasaki-Hughes 369 Series

29 October 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 *

Contents

DCA/HU369/1	Cancelled - Purpose Fulfilled	4
DCA/HU369/2	New V_{NE} Placards - Modification	4
DCA/HU369/3	Cancelled – SIN No. HN-33 no longer active	4
DCA/HU369/4	Rotor Brake, Installation and Alignment Check - Modification	4
DCA/HU369/5	Cancelled - Purpose Fulfilled	4
DCA/HU369/6	Cancelled - Purpose Fulfilled	4
DCA/HU369/7	Main Rotor Blade Trailing Edge - Inspection	4
DCA/HU369/8	Root Fittings Of Metal Tail Rotor Blades - Inspection	4
DCA/HU369/9	Tail Rotor Drive System - Inspection	5
DCA/HU369/10	Fibreglass Tail Rotor Blades - Inspection	5
DCA/HU369/11	Stabiliser Strut - Inspection	5
DCA/HU369/12	Tail Rotor Output Shaft - Modification	5
DCA/HU369/13	Cancelled - DCA/HU369/16A refers	5
DCA/HU369/14	Cancelled – DCA/AL250/22C refers	5
DCA/HU369/15	Cancelled - DCA/HU369/46 refers	6
DCA/HU369/16B	Cancelled - DCA/HU369/46 refers	6
DCA/HU369/17B	Overrunnning Clutch Assembly - Inspection	6
DCA/HU369/18C	Tail Rotor Hub – Inspection	6

DCA/HU369/19 Tail Rotor Pitch Control - Inspection....7
DCA/HU369/20K Main Rotor Assembly – Inspection....7
DCA/HU369/21 Cancelled - Purpose Fulfilled....8
DCA/HU369/22 Cancelled - Purpose Fulfilled....8
DCA/HU369/23A Tail Rotor Drive Fork Hinge Bolt Installation – Inspection....8
DCA/HU369/24 Tail Rotor Drive Shaft - Inspection....9
DCA/HU369/25A Overrunning Clutch Assembly - Inspection....9
DCA/HU369/26 Cancelled - Purpose fulfilled....10
DCA/HU369/27 Cancelled - DCA/HU369/46 refers.....10
DCA/HU369/28A Automatic Engine Reignition System - Placard....10
DCA/HU369/29 Cancelled – DCA/HU369/96 refers....10
DCA/HU369/30 Governor Lever Control Rod - Replacement....10
DCA/HU369/31B Main Rotor Drive Shaft – Inspection....10
DCA/HU369/32 Tail Rotor Drive Shaft - Inspection....11
DCA/HU369/33 Cancelled - DCA/HU369/44C refers....11
DCA/HU369/34B Main Rotor Transmission Cooling Installation - Inspection....11
DCA/HU369/35A Engine Fuel Filters – Inspection....12
DCA/HU369/36 Collective Control Installation - Modification....12
DCA/HU369/37 Main Rotor Swashplate Bearing Installation - Inspection And Replacement....12
DCA/HU369/38 Main Rotor Blades - Inspection....12
DCA/HU369/39 Tail Rotor Blades - Inspection....13
DCA/HU369/40A Tail Rotor Blades - Inspection....13
DCA/HU369/41D Cancelled - Purpose Fulfilled....13
DCA/HU369/42 Cancelled – DCA/HU369/96 refers....13
DCA/HU369/43A Main Transmission Tail Rotor Output Drive Pinion Shaft - Inspection....13
DCA/HU369/44D Main Transmission Output Shaft Assembly – Inspection....14
DCA/HU369/45 Tail Rotor Transmission Attachment - Inspection....14
DCA/HU369/46A Main Rotor Hub Assembly - Inspection....15
DCA/HU369/47 Cancelled - Purpose fulfilled....15
DCA/HU369/48A Cancelled - Purpose fulfilled....15
DCA/HU369/49 Cancelled - Purpose fulfilled....15
DCA/HU369/50 Cancelled - Purpose fulfilled....15
DCA/HU369/51 Main & Tail Rotor Control Tubes - Inspection....15
DCA/HU369/52 Tail Rotor Strap Pack Assembly - Retirement....16
DCA/HU369/53 Oil Pressure Sensing Lines - Modification....16
DCA/HU369/54 Tail Rotor Swashplate Bearing - Inspection....16
DCA/HU369/55 Rotor Blades - Inspection....17
DCA/HU369/56 Main Transmission Bolts - Inspection....20
DCA/HU369/57 Tail Rotor Blade Root Fitting - Inspection....20
DCA/HU369/58B Tail Rotor Blades - Inspection....21
DCA/HU369/59 Cancelled - Purpose fulfilled....21
DCA/HU369/60 External Cargo Container Kit - Placard....22
DCA/HU369/61 Fuel Vent System - Inspection....22
DCA/HU369/62 Tail Rotor Swashplate Lockwasher - Inspection....22
DCA/HU369/63 Hardpoint Assembly - Removal....23
DCA/HU369/64 Main Rotor Blade Root End - Inspection....23
DCA/HU369/65C Unapproved Components - Removal....24
DCA/HU369/66 Transmission Output Drive Gear - Inspection....25
DCA/HU369/67 Spray System Dump Weight – Replacement....26
DCA/HU369/68 Main Rotor Hub - Removal from Service....26
DCA/HU369/69B Main Rotor Blade - Inspection....26
DCA/HU369/70 Tail Rotor Control Rod - Replacement....28
DCA/HU369/71 Overrunning Clutch Outer Race - Removal....28
DCA/HU369/72A Engine Control and Warning System Relays - Inspection....28
DCA/HU369/73 Overrunning Clutch - Inspection....29

DCA/HU369/74 Input Shaft Coupling Assembly - Inspection....29
DCA/HU369/75 Tail Rotor Blade Leading Edge - Inspection....29
DCA/HU369/76 Tail Rotor Fork Assembly - Inspection....30
DCA/HU369/77E Kawasaki-Hughes 369HS – Continuing Airworthiness....30
DCA/HU369/78C Kawasaki-Hughes 369D – Continuing Airworthiness....32
DCA/HU369/79 Oil Cooler Blower Bracket - Replacement....33
DCA/HU369/80 Thruster Control Cables – Inspection....34
DCA/HU369/81 TOT Indicating System - Calibration....35
DCA/HU369/82A Helicopter Technology Co. Main Rotor Blades - Inspection....35
DCA/HU369/83 Magnesium Collective Pitch Mixer Bellcrank - Inspection....36
DCA/HU369/84 Cancelled – Purpose Fulfilled....36
DCA/HU369/85A Tail Rotor Gearbox Attachment Bolts – Inspection....36
DCA/HU369/86A Cancelled – FAA AD 2013-19-24 refers....37
DCA/HU369/87 Cancelled – Superseded by DCA/HU369/88....37
DCA/HU369/88 Main Rotor Blade Torque Events - Inspection....38
DCA/HU369/89 Tail Rotor Blades – Inspection....39
DCA/HU369/90 Landing Gear Struts – Inspection....40
DCA/HU369/91 Tail Rotor Blade Abrasion Strips – Inspection....41
DCA/HU369/92 Cancelled – DCA/HU369/93 refers....42
DCA/HU369/93 Cancelled – DCA/HU369/94 refers....42
DCA/HU369/94 Yaw Stability Augmentation System – Inspection....42
DCA/HU369/95 Forward and Center Thruster Control Cables – Inspection....43
DCA/HU369/96 Tail Rotor Drive Shaft – Inspection....43
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.....45
2013-03-03 Tension Torsion Straps – Inspection....45
2013-05-16 Tailboom Assembly – Inspection....45
2013-19-24 Tail Rotor Blades – Inspection....45
2016-01-19 Rotating Cone Assembly – Inspection....45
2016-04-15 Main Rotor Blade Attach Pin – Inspection....45
2016-05-09 Auxiliary Fuel Pump – Inspection....45
CF-2019-01 HETS STC SH98-35....46
2019-05-04 Main Rotor Blades - Inspection....46
DCA/HU369/97A DG500 External Cargo Pod STC 11/21E/2 – Inspection....46
2020-11-07 Main Rotor Hub Lead-lag Bolt - Inspection....47
2020-18-20 Main Rotor Blade Leading Edge Abrasion Strip - Inspection....47
2021-22-11 Pilot to Co-pilot Tail Rotor Torque Tube - Inspection....47
2024-23-06 Cancelled - FAA AD 2026-19-01 refers....48
2025-17-11 Tail Rotor Pedal Support Bracket - Inspection....48
* 2026-19-01 (Correction) Cyclic Torque Tube Assembly - Inspection....48
* 2026-21-05 Main Transmission Drive Shaft Coupling - Inspection....48

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 fiberglass 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 Overrunnning 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. <u>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</u>:

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. <u>For models 369D, 369E and 369H series aircraft fitted with conical type teetering bearings</u>:

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, retorque 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 SINs 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 SINs.

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, fiberglass 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

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 SINs DN-166.1, EN-57.1, or FN-45.1 as applicable. Replace unacceptable bolts per the SINs.

(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 SINs 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 SINs. Unacceptable tail rotor blades must be removed from service before further flight. Mark acceptable blades with a yellow dot per the SINs.

(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.

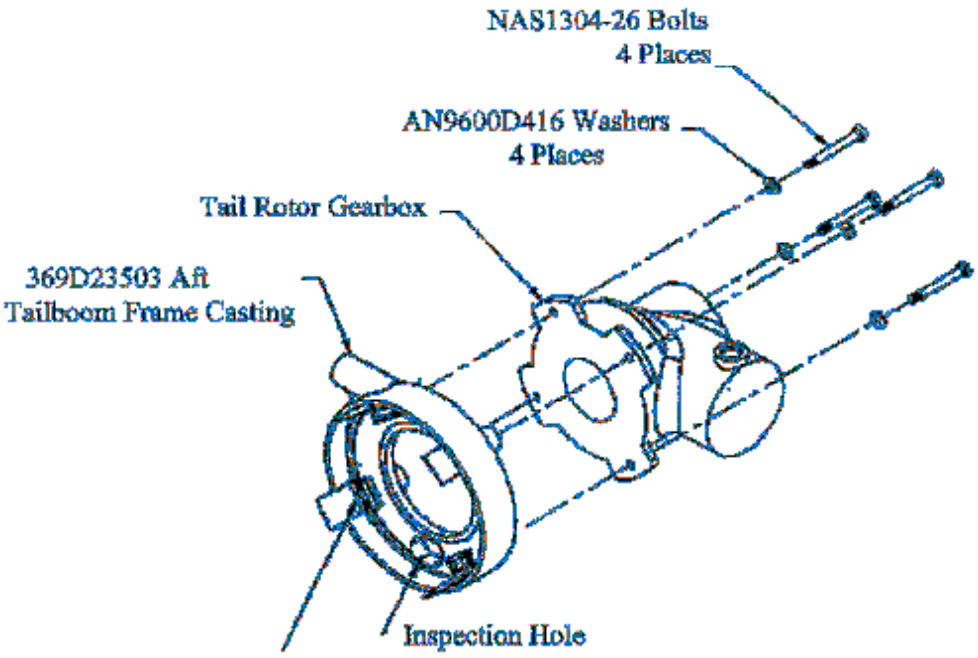


Figure 1 - Inspection Location

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
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 (Correction) Cyclic Torque Tube Assembly - Inspection**

Applicability: All 369, 369A, 369D, 369E, 369F, 369FF, 369H,369HE, 369HM, 369HS and 500N helicopters.

Effective Date: FAA AD 2026-19-01 - 20 October 2026
FAA AD 2026-19-01 (Correction) - 29 October 2026

*** 2026-21-05 Main Transmission Drive Shaft Coupling - Inspection**

Applicability: All 369D, 369E, 369F, 369FF, 369H, and 500N helicopters, fitted with a main transmission drive shaft coupling P/N 369H5660 with S/N 8564-0001 through to 8564-0308.

Effective Date: 27 November 2026

Airworthiness Directive Schedule

Helicopters

MD Helicopters 600N

29 October 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)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/NOTAR/1	Main Rotor Blades - Replacement	2
DCA/NOTAR/2	Input Shaft Coupling Assembly – Inspection and Replacement	2
DCA/NOTAR/3	Engine Control and Warning System Relays – Inspection and Replacement	2
DCA/NOTAR/4	Collective Control Components Time Life – Inspection and Replacement	3
DCA/NOTAR/5	Oil Cooler Blower Bracket - Replacement	3
DCA/NOTAR/6	Thruster Control Cables Conduit Cap – Inspection and Replacement	4
DCA/NOTAR/7	Fuel Cell to Engine Fuel Hoses – Inspection and Rework	5
DCA/NOTAR/8	Turbine Outlet Temperature (TOT) Indicating System - Calibration	5
DCA/NOTAR/9	Main Rotor Drive Shaft Assembly Life Limit – Inspection and Replacement	5
DCA/NOTAR/10	Forward and Center Thruster Control Cables – Inspection and Replacement	6
DCA/NOTAR/11	Fuselage Station 75 Control Support Bracket Assembly Life Limit - Replacement	6
DCA/NOTAR/12	Main Rotor Blade Torque Events – Inspection and Replacement	7
DCA/NOTAR/13	Cancelled – DCA/NOTAR/15 refers	8
DCA/NOTAR/14	Mixer Links – Inspection and Replacement	8
DCA/NOTAR/15	Cancelled – DCA/NOTAR/18 refers	9
DCA/NOTAR/16	Cancelled – DCA/NOTAR/17 refers	9
DCA/NOTAR/17	Cancelled – DCA/NOTAR/19 refers	9
DCA/NOTAR/18	Tail Boom Attach Fittings – Inspection, Repair and Modification	9
DCA/NOTAR/19	Yaw Stability Augmentation System – Turn OFF, Placard & AFM Amendment	11
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.		12
2013-03-03	Tension Torsion Straps – Inspection	12
2020-06-11	Main Rotor Blade Link Assembly – Inspection	12
2020-11-07	Main Rotor Hub Lead-lag Bolt - Inspection	12
2020-18-20	Main Rotor Blade Leading Edge Abrasion Strip - Inspection	12
2021-22-11	Pilot to Co-pilot Tail Rotor Torque Tube - Inspection	12
2024-23-06	Cancelled - FAA AD 2026-19-01 refers	13
2025-17-11	Tail Rotor Pedal Support Bracket - Inspection	13
* 2026-19-01	(Correction) Cyclic Torque Tube Assembly - Inspection	13

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 SB600-028. 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 discrepencies 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 Forward and Center Thruster Control Cables – Inspection and Replacement

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 Fuselage Station 75 Control Support Bracket Assembly Life Limit - Replacement

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 369N26080-11, 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**

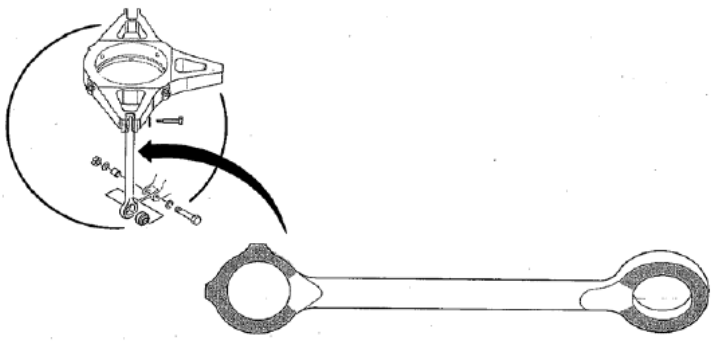
Effective Date: 16 April 2008

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 in 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 in 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 in 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 in 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
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 (Correction) Cyclic Torque Tube Assembly - Inspection**

Applicability: All 600N helicopters.

Effective Date: FAA AD 2026-19-01 - 20 October 2026
FAA AD 2026-19-01 (Correction) - 29 October 2026

Airworthiness Directive Schedule

Helicopters

MD900

29 October 2026

Notes

1. This AD schedule is applicable to MD900 helicopters manufactured by MD Helicopters, Inc. under FAA Type Certificate No. H19NM.
2. The Airworthiness Directives listed in this schedule with effective date 22 October 2015 shall be complied with 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 AD.
3. The FAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design (SoD) Airworthiness Directives (ADs) for these helicopters. SoD ADs can be obtained directly from the applicable National Airworthiness Authority website.

   Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

97-12-02	Link Assembly - Inspection	2
97-20-12	Main Rotor Swashplate Bearing - Inspection	2
98-12-30	Hub Assembly - Inspection	2
99-05-08	Main Rotor Drive Shaft, Pitch Plate & Spherical Bearing - Inspection	2
2000-10-06	Drive Shaft - Inspection	2
2000-18-08	Non Rotating Swashplate Assembly - Inspection	3
2001-25-51	Integrated Instrument Display System - Inspection	3
2002-10-05	Main Rotor Upper Hub Assy & Drive Plate Attach Flange - Inspection	3
2002-15-07	Lateral Mixer Bellcrank Assembly - Inspection	3
2002-22-51	Main Rotor Support Static Mast - Inspection	3
2002-23-03	Longitudinal Drive Link & Non-rotating Swashplates - Inspection	4
2003-14-51	Main Rotor Blade Retention Bolt - Inspection	4
2004-16-08	Fan Input Force Limiting Rod - Inspection	4
2006-18-01	Notar TT Straps - Inspection	4
2008-08-11	Dual Control Directional Pedals - Inspection	4
2008-17-51	Directional Control Cable - Inspection	5
2009-07-13	Gross Weight Limit - Inspection	5
2010-06-06	Life Limitations - Amendment	5
2011-22-08	Tube Adaptor - Inspection	5
2012-21-01	Equipment/Furnishing System Wiring - Inspection	5
2013-03-03	Tail Rotor Blades - Inspection	6
2013-06-51	Equipment/Furnishings - Inspection	6
2013-20-16	MRB Retention Bolts - Inspection	6
* 2014-16-01	Cancelled – FAA AD 2017-17-03 refers	6
* 2017-17-03	Main Rotor Head - Inspection	6

97-12-02 Link Assembly - Inspection

Applicability: MD900 helicopters fitted with adjustable collective drive link assembly (link assembly), P/N 900C2010233-103 or -105.

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: 22 October 2015

97-20-12 Main Rotor Swashplate Bearing - Inspection

Applicability: MD900 helicopters, all S/N.

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: 22 October 2015

98-12-30 Hub Assembly - Inspection

Applicability: MD900 helicopters fitted with main rotor upper hub assembly (hub assembly), P/N 900R2101006-101 or -103.

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: 22 October 2015

99-05-08 Main Rotor Drive Shaft, Pitch Plate & Spherical Bearing - Inspection

Applicability: MD900 helicopters, all S/N.

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: 22 October 2015

2000-10-06 Drive Shaft - Inspection

Applicability: MD900 helicopters, all S/N.

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: 22 October 2015

2000-18-08 Non Rotating Swashplate Assembly - Inspection

Applicability: MD900 helicopters, S/N 0008 through to 0068.

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: 22 October 2015

2001-25-51 Integrated Instrument Display System - Inspection

Applicability: MD900 helicopters, S/N 900-00008 through to 900-00107 fitted with integrated instrument display system (IIDS) P/N 900A3720002-107, -109, -111, or -113.

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: 22 October 2015

2002-10-05 Main Rotor Upper Hub Assy & Drive Plate Attach Flange - Inspection

Applicability: MD900 helicopters fitted with main rotor upper hub (hub) assembly, P/N 900R2101006-105 or P/N 900R2101006-107.

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: 22 October 2015

2002-15-07 Lateral Mixer Bellcrank Assembly - Inspection

Applicability: MD900 helicopters, S/N 900-00008, 900-00010 through to 900-00098, and 900-00100 fitted with a lateral-mixer bellcrank assembly (bellcrank), P/N 900C2010203-105.

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: 22 October 2015

2002-22-51 Main Rotor Support Static Mast - Inspection

Applicability: MD900 helicopters, S/N 900-00008 through to 900-00110 fitted with a main rotor support static mast (mast), P/N 900F2401021-101.

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: 22 October 2015

2002-23-03 Longitudinal Drive Link & Non-rotating Swashplates - Inspection

Applicability: MD900 helicopters, S/N 0008 through to 0068.

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: 22 October 2015

2003-14-51 Main Rotor Blade Retention Bolt - Inspection

Applicability: MD900 helicopters, S/N 900-00008 through to 900-00114 fitted with a main rotor blade retention bolt (bolt), P/N 900R3100001-103.

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: 22 October 2015

2004-16-08 Fan Input Force Limiting Rod - Inspection

Applicability: MD900 helicopters, fitted with Fan Input Force Limiting Control Rod Assembly (control rod assembly), P/N 900C6010239-105 or 900C2010239-107.

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: 22 October 2015

2006-18-01 Notar TT Straps - Inspection

Applicability: MD900 helicopters fitted with a Notar fan system that has a tension-torsion (TT) strap, P/N 900R3442009-103, 900R6442009-103, 900R3442009-101, or 500N5311-5.

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: 22 October 2015

2008-08-11 Dual Control Directional Pedals - Inspection

Applicability: MD900 helicopters, S/N 900-00008 through to 900-00111, 900-00113, and 900-00114.

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: 22 October 2015

2008-17-51 Directional Control Cable - Inspection

Applicability: MD900 helicopters, S/N 900-00008 through to 900-00128, with P/N 900C3010045-105 forward directional control cable (control cable), P/N 900C2010582-103 rotating cone control rod, and P/N 9000F2318021 (all dash numbers) tailboom assembly.

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: 22 October 2015

2009-07-13 Gross Weight Limit - Inspection

Applicability: MD900 helicopters (including MD902 Configuration) helicopters that have not complied with MD Helicopters, Inc. (MDHI) Mandatory Service Bulletin SB900-099 R1, dated December 27, 2006.

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: 22 October 2015

2010-06-06 Life Limitations - Amendment

Applicability: MD900 helicopters, all S/N.

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: 22 October 2015

2011-22-08 Tube Adaptor - Inspection

Applicability: MD900 helicopters fitted with a Vertical Stabilizer Control System (VSCS) tube adapter, P/N 500N7218-1.

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: 22 October 2015

2012-21-01 Equipment/Furnishing System Wiring - Inspection

Applicability: MD900 helicopters fitted with main rotor lower hub assembly (lower hub) P/N 900R2101008-107, with a S/N beginning with 5009.

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: 22 October 2015

2013-03-03 Tail Rotor Blades - Inspection

Applicability: MD900 helicopters fitted with a T-T strap, P/N 500N5311-5, P/N 900R3442009-101, P/N 900R3442009-103, or P/N 900R6442009-103.

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: 22 October 2015

2013-06-51 Equipment/Furnishings - Inspection

Applicability: MD900 helicopters, all S/N.

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: 22 October 2015

2013-20-16 MRB Retention Bolts - Inspection

Applicability: MD900 helicopters fitted with a main rotor blade retention bolt (bolt), P/N 900R3100001-103 or 900R3100001-105.

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: 22 October 2015

*** 2014-16-01 Cancelled – FAA AD 2017-17-03 refers**

Effective Date: 29 October 2026

*** 2017-17-03 Main Rotor Head - Inspection**

Applicability: MD900 helicopters fitted with main rotor upper hub assembly (upper hub) P/N 900R2101006-105, -107, -109, or -111.

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: 29 October 2026

Airworthiness Directive Schedule

Gliders

Schempp-Hirth

29 October 2026

Notes:

1. This AD schedule is applicable to Schempp-Hirth gliders manufactured under LBA / EASA Type Certificate Numbers:

Aircraft Model:	LBA/EASA TC No:	Aircraft Model:	LBA/EASA TC No:
Arcus	A.532	Nimbus 2	286
Arcus M	A.532	Nimbus 3DM	847
Arcus T	A.532	Nimbus-3D	373
Cirrus	265	SHK-1	258
Discus a	360 (A.049)	Standard Cirrus	278
Discus b	360 (A.049)	Standard Cirrus B	278
Discus CS	SAI 90-01	Ventus a	349 (A.274)
Discus 2a	360 (A.049)	Ventus b	349 (A.274)
Discus 2b	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2c	360 (A.049)	Ventus bT	825
Discus-2c FES	A.50	Ventus c	349 (A.274)
Discus-2cT	A.50	Ventus cM	825
Discus-2T	A.50	Ventus cT	825
Duo Discus	396 (A.025)	Ventus 2a	349 (A.274)
Duo Discus T	890	Ventus 2b	349 (A.274)
Janus	295	Ventus 2cT	825
Janus B	295	Ventus 3F	A.627
Janus C	295	Ventus 3M	A.627
Janus Ce	295	Ventus 3T	A.627
Janus CM	809		
Mini-Nimbus B	328		
Mini-Nimbus HS7	328		

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 gliders.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

Contents

DCA/SH/1A Spacer Block Glued Joint - Inspection 4
DCA/SH/2 Cancelled - DCA/SH/1A refers 4
DCA/SH/3 Cancelled - Purpose fulfilled 4
DCA/SH/4 Rudder Control Cable Guide Pulleys - Modification 4
DCA/SH/5A Glued Joint Area Between Bulkhead and Plywood Shell - Inspection 4
DCA/SH/7 Trim Handle, Forward Travel Limitation - Modification 4
DCA/SH/8 Fuselage Frame - Modification 4
DCA/SH/9 Seat – Modification 4
DCA/SH/10B Air Brake Control - Modification 5
DCA/SH/11 Cancelled – EASA AD 2024-0242R1 refers 5
DCA/SH/12 Elevator Attachment - Inspection 5

DCA/SH/13A Service Life - Inspection 5
DCA/SH/14A Service Life - Inspection 5
DCA/SH/15 Flap Control Installation - Inspection 6
DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification 6
DCA/SH/17A Elevator Drive - Inspection 6
DCA/SH/18 Flap Drive - Modification 6
DCA/SH/19 Service Life - Inspection 6
DCA/SH/20A Elevator Actuating Rod - Inspection 7
DCA/SH/21 Service Life - Inspection 7
DCA/SH/22 Service Life - Inspection 8
DCA/SH/23A Horizontal Stabiliser - Inspection 8
DCA/SH/24 Service Life - Inspection 8
DCA/SH/25 Service Life - Inspection 8
DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation 9
DCA/SH/27 Service Life - Inspection 9
DCA/SH/28 Flap Torsion Drive - Modification 9
DCA/SH/29 Landing Gear Bolt - Inspection 9
DCA/SH/30 Elevator Mass Balance - Modification 10
DCA/SH/31 Wing Spar - Inspection 10
DCA/SH/32B Wing Structure – Inspection 10
DCA/SH/33 Nimbus Service Life - Inspection 10
DCA/SH/34 Elevator Mass Balance – Inspection 11
DCA/SH/35 Duo Discus Wing Spar - Inspection 11
DCA/SH/36A Elevator Control System – Inspection 11
DCA/SH/37 Horizontal Stabilizer – Inspection 12
DCA/SH/38 Flap Drive Mechanism - Modification 12
DCA/SH/39 Control Support Bearing – Inspection 12
DCA/SH/40 Engine Mounting Structure – Inspection 13
DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection 13
DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection 14
DCA/SH/43 Starter Ring Gears – Inspection 14
DCA/SH/44 Life Limit – Extension and Supplemental Maintenance 15
DCA/SH/45 Engine Pylon – Inspection 15
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. 16
2013-0012 Cancelled – EASA AD 2013-0054 refers 16
2013-0054 AFM and Maintenance Manual - Amendment 16
2014-0042 Airbrake – Modification 16
2015-0139R1 Air Brake Bellcrank – Inspection 16
2015-0140 (Correction) Air Brake Bellcrank – Inspection 16
2016-0027R1 Air Brakes – Inspection 16
2019-0079 Air Brake Control – Inspection 16
2020-0063 Flaperon Control – Inspection 17
2020-0233 Airbrake End Stops / Bushings – Inspection 17
2020-0260 Elevator Connection – Inspection 17
2022-0076 AFM – Amendment 17
2022-0138 Airbrake System – Inspection 17
2022-0229 Airbrake Control – Inspection 17
2022-0242-E Horizontal Tail Elevator U-Bracket – Inspection 17
2017-0167-E Front Electric Sustainer Battery Pack – Modification 17
2023-0116 Electrical Landing Gear Control – Inspection 18
2024-0059 Canopy Locking Mechanism – Modification 18
2024-0242R1 Horizontal Tailplane Drive Lower Bearing – Modification 18

2024-0251-E Cancelled – EASA AD 2025-0157 refers 18
2025-0157 Wing Fuel Tank Hose – Inspection 18
* 2026-0197 Electrical Charge Controller – Modification 18

DCA/SH/1A Spacer Block Glued Joint - Inspection

Applicability: All Standard Austria S and SH gliders.

Requirement: Inspect the glued joint of the spacer block to the fuselage shell. If any cracks are detected, or if the glued seam is not evenly visible all around the block, or shows any signs of tears, modify per Schempp-Hirth Modification Nr 8 (Drawing Nr 235-A8) before further flight.

Compliance: Before further flight, and thereafter at intervals not exceeding 50 hours TIS or 6 months whichever is the sooner.

Effective Date: DCA/SH/1 - 31 August 1970
DCA/SH/1A - 30 August 1991

DCA/SH/2 Cancelled - DCA/SH/1A refers

DCA/SH/3 Cancelled - Purpose fulfilled

DCA/SH/4 Rudder Control Cable Guide Pulleys - Modification

Applicability: All Standard Austria S, SH, SH-1 gliders.

Requirement: Modify per Schempp-Hirth Standard Austria S, SH, SH-1 Revision Nr 10 dated 10 February 1967.

Compliance: Within the next 10 hours TIS

Effective Date: 31 August 1970

DCA/SH/5A Glued Joint Area Between Bulkhead and Plywood Shell - Inspection

Applicability: All SHK-1 and Standard Austria S, SH and SH-1 gliders.

Requirement: Inspect per Schempp-Hirth SHK 1 TN 9 dated 20 January 1969 or Schempp-Hirth Standard Austria Technical Note Nr 11 dated 20 January 1969.

Compliance: Within the next 50 hours TIS and thereafter at intervals not exceeding 12 calendar months and after every hard landing.

Effective Date: 31 August 1970

DCA/SH/7 Trim Handle, Forward Travel Limitation - Modification

Applicability: All Cirrus L-265 gliders.

Requirement: Modify per Schempp-Hirth Technical Information Nr 2/1968.

Compliance: By 31 August 1971

DCA/SH/8 Fuselage Frame - Modification

Applicability: Standard Cirrus gliders, S/N 1 through to 510, 528 and 529, and S/N 1G through to 544G

Requirement: Modify per Schempp-Hirth TN 278-17.
(LBA AD 76-8 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/9 Seat – Modification

Applicability: Standard Cirrus gliders, S/N 1 through to and S/N 1G through to 200G.

Requirement: Modify per Schempp-Hirth TN 278-18.
(LBA AD 76-7 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/10B Air Brake Control - Modification

Applicability: All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP gliders.

Requirement: To prevent failure of the air brake drive lever ball-joint, accomplish the following:

1. Install new ball joints per Schempp-Hirth TN 278-23 revised 26 March 1993.
2. Modify the air brake actuating lever per TN 278-23 revised 26 March 1993.

(LBA AD 79-051/4 refers)

Compliance:

1. At intervals not to exceed 500 hours TIS.
2. At next ball joint replacement per Part 1.

Effective Date: DCA/SH/10A 28 January 1983
DCA/SH/10B 25 October 1996

DCA/SH/11 Cancelled – EASA AD 2024-0242R1 refers

Effective Date: 30 January 2025

DCA/SH/12 Elevator Attachment - Inspection

Applicability: Standard Cirrus gliders, S/N 1 through to 397, 399 through to 572, 594, 596 and 600.

Requirement: Inspect per Schempp-Hirth TN 278-26. Repair any cracked fittings found before further flight.

(LBA AD 80-244 refers)

Compliance: By 31 December 1980 and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 21 November 1980

DCA/SH/13A Service Life - Inspection

Applicability All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 278-28, dated 26 September 1995. Any defects found must be rectified before further flight.

(LBA AD 81-099/2 refers)

Compliance: At 6000 hours TTIS or by 30 September 1996, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/13 30 October 1981
DCA/SH/13A 15 March 1996

DCA/SH/14A Service Life - Inspection

Applicability: All Janus and Janus B gliders.

Requirement: Accomplish inspection programme per Schempp-Hirth TN 295-11 issued 6 March 1991. Any defects found must be rectified before further flight.
(LBA AD 81-98/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/14 - 30 October 1981
DCA/SH/14A - 30 August 1991

DCA/SH/15 Flap Control Installation - Inspection

Applicability: All Nimbus II gliders.

Requirement: To preclude possible loss of flap selection accomplish the following:

1. Inspect cockpit flap selector leaf spring installation for correct location and security.
2. Check tighten attachment bolt/stiff nut assembly and associated control rod eye-end lock nut

Compliance: By 30 June 1982 and thereafter at intervals not exceeding one year

Effective Date: 28 May 1982

DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification

Applicability: All Cirrus gliders.

Requirement: Embody modifications to elevator drive and horizontal tail plane, remove parachute as prescribed, per Schempp-Hirth TN actions 2 through 5.
(LBA AD 82-103 refers)

Compliance: By 30 November 1982

Effective Date: 27 August 1982

DCA/SH/17A Elevator Drive - Inspection

Applicability: All Nimbus 2B, Mini-Nimbus B and Janus B gliders.

Requirement: Inspect and modify per Schempp-Hirth TNs 286-24, 328-8 or 295-19 (each dated 14 August 1987) as applicable.
(LBA AD 87-126/2 refers)

Compliance: Inspection - Prior to each flight until modified.

Modification - By 31 December 1987

Effective Date: DCA/SH/17 - 14 August 1987
DCA/SH/17A - 23 October 1987

DCA/SH/18 Flap Drive - Modification

Applicability: Ventus ‘a’ and ‘a/16.6’ gliders, S/N 1 through to 284.

Requirement: Modify flap drive lever per Schempp-Hirth TN 349-9.
(LBA AD 87-44 refers)

Compliance: By 31 October 1988

Effective Date: 29 July 1988

DCA/SH/19 Service Life - Inspection

Applicability: All Janus C gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 95-16, issued 15 March 1991. Any defects found must be rectified before further flight.
(LBA AD 86-274/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS

Effective Date: 30 August 1991

DCA/SH/20A Elevator Actuating Rod - Inspection

Note: This AD supersedes DCA/SH/20 to revise the applicability to include Nimbus-3D gliders.

Applicability: Janus CM gliders, S/N all through to 36.
Janus CT gliders, S/N all through to 19.
Ventus bT gliders, all S/N.
Ventus cT gliders, S/N all through to 174.
Ventus cM gliders, S/N all through to 87 except 85.
Nimbus-3T gliders, all S/N.
Nimbus-3DT gliders, S/N 1 all through to 55.
Nimbus-3DM gliders, S/N all through to 24.
Discus-bT gliders, S/N all through to100.
Standard Cirrrus G gliders, all S/N.
Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N.
Janus B, C, and Ce gliders, S/N all through to 284.
Mini Nimbus B and C gliders, all S/Ns.
Ventus a, b, a/16.6 and b/16.6 gliders, all S/N.
Ventus C gliders, S/N all through to 568.
Discus a and b gliders, S/N all through to 446.
Discus CS gliders, S/N all through to 98.
Nimbus-3D gliders, S/N all through to 11.

Requirement: To prevent accumulation of water, corrosion and possible failure of the vertical elevator actuating rod inside the fin, accomplish the following:

1. Load test the the elevator control system per TN 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, 809-9, 825-17, 847-4 or 863-3 as applicable.

2. Replace the elevator actuating rod per the applicable TN listed above.
(LBA AD 92-360/2 refers)

Compliance: 1. By 25 April 2010 unless previously accomplished.
2. By 25 May 2010 unless previously accomplished.

Effective Date: DCA/SH/20 - 3 September 1993
DCA/SH/20A - 25 March 2010

DCA/SH/21 Service Life - Inspection

Applicability: Discus A and B gliders, S/N 1 through 499.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 360-11. Any defects found must be rectified before further flight.
(LBA AD 94-031 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/22 Service Life - Inspection

Applicability: All Nimbus-2, -2B and -2C gliders.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 286-22. Any defects found must be rectified before further flight.
(LBA AD 86-036/2 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/23A Horizontal Stabiliser - Inspection

Applicability Standard Cirrus and Standard Cirrus B gliders, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Nimbus-2 gliders, S/N 86, 93, 96 and onwards.

Janus gliders, all S/Ns.

Mini-Nimbus HS7 gliders, all S/Ns.

Nimbus-2M gliders, S/N 4 through to 7.

Powered Gliders, Standard Cirrus TOP and Standard Cirrus B TOP, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Requirement: To prevent disengagement of the tailplane attachment bracket accomplish Schempp Hirth TN 278-36, 286-33, 295-26, 328-11, 798-3.
(LBA AD 95-015 refers)

Compliance: By 31 October 1995

Effective Date: DCA/SH/23 - 4 August 1995
DCA/SH/23A – 18 December 1998

DCA/SH/24 Service Life - Inspection

Applicability All Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 349-24. Any defects found must be rectified before further flight.
(LBA AD 1999-001 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA/SH/25 Service Life - Inspection

Applicability All Janus CM gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 809-14. Any defects found must be rectified before further flight.
(LBA AD 1999-028 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267.
Janus CM gliders, S/N 1, 3 through to 24, and 26 through to 36.
Janus CT gliders, S/N 1 through to 6, 8 and 9.

Requirement: To prevent the possibility of elevator flutter, accomplish the following:-

1. Install a speed limiting placard per Schempp-Hirth Technical Note 295-27 or 809-15.

2. Install mass balance, check elevator deflections, establish new weight and balance, amend maintenance manual and remove speed limiting placard per TN 295-27 or 809-15.
(LBA AD 1999-265 refers)

Compliance: 1. Install placard before next flight.
2. By 31 December 1999.

Effective Date: 5 August 1999

DCA/SH/27 Service Life - Inspection

Applicability: All Ventus-cT and Ventus-cM gliders.

Requirement: To extend service life to 12,000 hours TTIS accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 825-21. Any defects found must be rectified before further flight.
(LBA AD 1999-304 refers)

Compliance: Amend maintenance manual by 31 December 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 22 October 1999

DCA/SH/28 Flap Torsion Drive - Modification

Applicability: Ventus b and Ventus b/16.6 gliders, S/N 2 through to 136; and
Ventus bT gliders, S/N 1 through to 9.

Requirement: To prevent cracking around the weld between the flap drive lever and the torque tube, modify flap torsion drive per Schempp-Hirth TN 349-9 or 825-29 as applicable.
(LBA AD 2001-258 refers)

Compliance: By 30 August 2002, unless already accomplished.

Effective Date: 30 August 2001

DCA/SH/29 Landing Gear Bolt - Inspection

Applicability: Discus 2b gliders, S/N 1 through to 107, and

Ventus 2c gliders, S/N 1 through to 66, and

Ventus 2cT gliders, S/N 1 through to107, and

Ventus 2cM gliders, S/N 1 through to 107 and 109.

Requirement: To prevent damage to the undercarriage mechanism, inspect per Schempp-Hirth TN 349-25, 360-17 or 825-27 as applicable.
(LBA AD 2001-259 refers)

Compliance: By 30 August 2002

Effective Date: 30 August 2001

DCA/SH/30 Elevator Mass Balance - Modification

Applicability: Discus 2a and Discus 2b gliders, S/N 13 through to 22, 24, 27, 28, 30 through to 48, 50, 51 53 through to 55, 57 through to 63, 65, 67, 71 through to 79, 81 and 82, that have not embodied TN 360-16.

Requirement: To prevent the possible onset of flutter in the elevator, modify the elevator control system in accordance with TN 360-19.
(LBA AD 2003-048 refers)

Compliance: At next scheduled annual inspection or by 30 June 2003, whichever is latest.

Effective Date: 27 February 2003

DCA/SH/31 Wing Spar - Inspection

Applicability: Duo Discus, gliders, S/N 165 through to 389 and Duo Discus T gliders, S/N 1 through to 78.

Requirement: To detect failure of the bond between the spar cap and spar web, which could lead to inflight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-8.
(LBA AD 2003-246/2 and 2003-245/2 refer)

Compliance: Before further flight.

Effective Date: 8 August 2003

DCA/SH/32B Wing Structure – Inspection

Applicability: Discus CS gliders, S/N 001CS through to 308CS, and

Discus b gliders, S/N 551 through to 554, 568, 569, 571 through to 573, 575 and 577, and that have not been inspected and repaired, per Schempp-Hirth Mandatory Bulletin DCS/6a.

Requirement: To prevent failure of the wing structure, inspect the bonding between the upper spar cap and the spar web, per Schempp-Hirth TN 360-21 and 863-9. If defects to the upper spar cap and the spar web bonding are found, repair per TN 360-21 and 863-9.
(LBA AD 2003-266/2 refers)

Note: Aircraft that have been inspected and repaired per Schempp-Hirth Mandatory Bulletin No. DCS/6a, is a terminating action to this AD.

Compliance: Before further flight.

Effective Date: DCA/SH/32 – 12 September 2003
DCA/SH/32A – 9 October 2003
DCA/SH/32B – 30 June 2005

DCA/SH/33 Nimbus Service Life - Inspection

Applicability: All Nimbus 3DT gliders.

Requirement: To extend the service life to 12000 hours, accomplish the following:

Amend the maintenance manual and implement inspection program per Schempp-Hirth TN 847-8.

(LBA 2002-357 refers)

Compliance: Amend manual by 31 December 2003. Initiate inspection by 6000 hours TTIS until a maximum of 12000 hours TTIS.

Effective Date: 25 September 2003

DCA/SH/34 Elevator Mass Balance – Inspection

Applicability: Ventus 2a & Ventus 2b gliders, S/N 1,2,31,32,48,54, 71,117,124 through to 151 & 153, and all S/Ns that have incorporated SB 349-42 or 349-27 and are fitted with new tail unit.

Discus 2a & Discus 2b, S/N 1 through to 185 and 187 though to 189.

Requirement: To prevent failure of the elevator mass balance weight, which may liberate pieces of lead and restrict the movement of the elevator, accomplish the following:

1. Inspect the elevator mass balances for security per Schempp-Hirth TN 349-28, 360-20 or 863-8 as applicable to glider type.

2. Remove elevator and modify attachment of mass balance per applicable TN. Re-install elevator and check for full and free movement, and correct deflections. (LBA AD 2003-280 refers)

Compliance: 1. Before next flight unless already accomplished.
2. Before further flight if loose balance weight detected, or by 31 January 2004 whichever occurs first.

Effective Date: 30 October 2003

DCA/SH/35 Duo Discus Wing Spar - Inspection

Applicability: Duo Discus gliders, S/N 1 through to 164.

Requirement: To detect failure of the bond between the spar cap and web, which could lead to in-flight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-9.
(AD D-2004-084 refers)

Compliance: Before 28 May 2004.

Effective Date: 25 March 2004

DCA/SH/36A Elevator Control System – Inspection

Note: This AD supersedes DCA/SH/36 to revise the LBA AD reference with no change to the AD requirement.

Applicability: Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307.
Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14.
Janus CM gliders, S/N 1 through to 37.
Janus CT gliders, S/N 1 through to 22.
Nimbus-3DT gliders, S/N 1 through to 63.
Nimbus-3DM gliders, S/N 1 through to 27.

Requirement: To prevent elevator control failure, accomplish the following:

1. Inspect the stick control attachments in the front and aft seat for cracks and damage per Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 all dated 27 September 2004 as applicable.

2. Modify the outer attachments of the stick control in the front and aft seat per TN No. 295-30 / 373-9 / 809-16 / 847-9 as applicable.
(LBA AD D-2004-495R1 refers)

Compliance: 1. Before further flight unless previously accomplished.
2. At the next annual inspection unless previously accomplished.

Effective Date: DCA/SH/36 - 24 February 2005
DCA/SH/36A - 25 March 2010

DCA/SH/37 Horizontal Stabilizer – Inspection

Applicability: Ventus 2c gliders, S/N 1 to 51.
Ventus 2cT gliders, S/N 1 to 49.
Ventus 2cM gliders, S/N 1 to 73.

Requirement: Inspect the horizontal stabilizer on the upper side of the leading edge, per Schempp-Hirth TN 349-29/825-34 and modify if necessary, per TN 349-29/825-34.
(LBA AD D-2005-136 refers)

Compliance: At next scheduled annual inspection or by 31 December 2005, whichever occurs first.

Effective Date: 26 May 2005

DCA/SH/38 Flap Drive Mechanism - Modification

Applicability: Nimbus-2C gliders, S/Ns 166, 177 through to 181 and 185 through to 236, and
All Mini Nimbus-HS7, Nimbus B and Mini Nimbus C gliders.

Requirement: To prevent failure in the flap actuating circuit which could result in reduced controllability of the aircraft, modify the flap drive per Schempp-Hirth Technical Note (TN) No. 286-35 / No. 328-13 and drawing no. 10.065/3 for Nimbus-2C aircraft and drawing no. HS7 - 10.083/1 for Mini Nimbus HS7, Mini Nimbus B and Mini Nimbus C aircraft.
(LBA AD D-2005-239 refers)

Compliance: Within the next 100 hours TIS or by 31 December 2005, whichever is the sooner.

Effective Date: 29 September 2005

DCA/SH/39 Control Support Bearing – Inspection

Applicability: Ventus a gliders, all S/N.
Ventus b and bT gliders, all S/N.
Ventus c, cT and cM gliders, all S/N.

Requirement: To prevent separation of the control attachment bearing from the fuselage shell, which may lead to loss of control, accomplish the following:

1. Inspect the control attachment bearing support structure per part 1 Schempp-Hirth TN 349-30 /825-35.

2. Modify bearing support structure by reinforcing with extra glass-fiber laminations per part 2 of TN 349-30 /825-35.
(LBA AD D-2005-375 refers)

Compliance:
1. Before further flight, unless already accomplished.
2. Within 100 hours TIS.

Effective Date: 27 October 2005

DCA/SH/40 Engine Mounting Structure – Inspection

Applicability: Ventus-2cT gliders, S/N 1 through to 179.
Discus-2T gliders, S/N 1 through to 40.
Discus-2cT gliders, S/N 1 through to 30.

Requirement: To detect cracks in the engine mounting structure and prevent structural failure, accomplish the following:

1. Inspect the engine mounting structure, per Schempp-Hirth Technical Note (TN) 825-38 for Ventus-2cT aircraft, or Schempp-Hirth Technical Note (TN) 863-13 for Discus-2T and Discus-2cT aircraft. If cracked, replace the engine mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft, before further flight.

2. Install spacers between the engine rubber mounts and the mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft.
(EASA AD 2006-0227-E refers)

Compliance: 1. Before first flight of the day.
2. Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner.

Effective Date: 2 August 2006

DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection

Applicability: Ventus 2cM powered gliders, S/N 200 through to 225.

Requirement: To prevent failure of the engine extension/retraction mechanism due to possible loosening of the fuselage attachment bolts which could result in structural damage and loss of aircraft control, accomplish the following:

1. For aircraft S/N 200 through to 219:

Inspect the front attachment of the engine extension/retraction mechanism per Schempp-Hirth Technical Note 825-47 dated 19 December 2008 or later approved revisions.

If the attachment is found loose, replace the bolts per TN 825-47 before further flight.

2. For aircraft 220 through to 225:

Replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47.

Note: Accomplish the requirements of this AD in accordance with Schempp-Hirth Technical Note No. 825-47 dated 19 December 2008 or later approved revisions.

(EASA AD 2009-0034 refers)

Compliance: 1. Before the next engine operation and by 26 March 2009 replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47 unless already accomplished.

2. Before the next engine operation or by 26 March 2009 whichever is the sooner.

Effective Date: 26 February 2009

DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267 fitted with an enlarged fin/rudder assembly per Technical Note (TN) No.295-25 dated 28 June 1994 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Model Janus CT powered gliders, S/N 1 through to 6 fitted with an enlarged fin/rudder assembly per Modification Bulletin (MB) No.809-18 dated 08 April 1992 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Note 1: This AD is not applicable to aircraft fitted with with the original smaller fin/rudder unit assembly.

Requirement: To prevent dynamic imbalance of the elevator and rudder due to possible incorrect mass balance weights which could result in flutter during high speed flight, accomplish the following:

1. Amend the aircraft maintenance manual per Schempp-Hirth Technical Notes No. 809-18 at original issue dated 27 October 2008 or later approved revisions for Janus CT aircraft, and Schempp-Hirth Technical Notes No. 295-32 at original issue dated 27 October 2008 or later approved revisions for Janus C aircraft.
2. Inspect the balance weights of the elevator and rudder surfaces and the hinge moments per TN No.809-18 or TN No.295-32 as applicable.

Note 2: An inspection of the aircraft logbooks is acceptable to satisfy the requirements of this AD if the rudder and elevator balancing weights and hinge moments can be determined to be correct from that review.
(EASA AD 2009-0054 refers)

Compliance:
1. By 6 April 2009.
2. By 26 April 2009.

Effective Date: 26 March 2009

DCA/SH/43 Starter Ring Gears – Inspection

Applicability: Ventus-2cM gliders, S/N all through to 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

Nimbus-4DM gliders, S/N all through to 56 fitted with engine a Solo 2625-02 engine with no slip clutch and starter ring gear with lightening holes.

Nimbus-4M gliders, S/N all through to 17 fitted with a Solo 2625-02 engine with no slip clutch and a starter ring gear with lightening holes.

Requirement: To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

Inspect the starter ring gear per paragraph “Action 1” of Schempp-Hirth Technical Note (TN) No. 825-49 / 868-20.

If no cracks are found repeat the starter ring gear inspection per paragraph “Action 1” of TN No. 825-49 / 868-20 at every daily inspection and amend the AFM with the updated pages per paragraph “Action 1” of TN No. 825-49 / 868-20.

If any cracks are found on the starter ring gear, replace with a new starter ring gear without lightening holes per paragraph “Action 2” in TN No. 825-49 / 868-20, and remove the updated pages in the AFM pages if they were introduced by “Action 1” of TN No. 825-49 / 868-20.

Note 1: The daily inspection may be accomplished by amending of the AFM with the updated pages per paragraph “ACTION 1” of TN No. 825-49 / 868-20 and adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The installation of a new starter ring gear without lightening holes per paragraph "Action 2" of TN No. 825-49 / 868-20 is a terminating action to the daily repetitive inspection requirement of this AD.

Note 3: Schempp-Hirth TN No. 825-49 / 868-20 dated 8 February 2010 and later EASA approved revisions is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0039-E refers)

Compliance: Before further flight and thereafter at every daily inspection until the installation of a new starter ring gear without lightening holes.

Effective Date: 15 March 2010

DCA/SH/44 Life Limit – Extension and Supplemental Maintenance

Applicability: Nimbus-3D gliders, all S/N

Requirement: Results of fatigue tests carried out on wing spar sections have demonstrated that the life limit of GFRP/CFRP gliders may be extended to 12000 hours TTIS subject to a supplemental inspection programme. To extend the life limit of affected gliders, accomplish the following:

1. Amend the aircraft Maintenance Manual and introduce the supplements per Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
2. Inspect the aircraft per a manufacturer approved inspection programme and TN No. 373-8.

Note: The actions of this AD must be accomplished per the instructions in Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
(LBA AD 2000-075 refers)

Compliance: 1. At 6000 hours TTIS or at the next annual inspection whichever occurs sooner, unless previously accomplished.
2. At the limits specified in the amended aircraft maintenance manual per requirement 1 of this AD.

Effective Date: 25 March 2010

DCA/SH/45 Engine Pylon – Inspection

Applicability: Ventus cT powered gliders, all S/N, and

Ventus-2cT powered gliders, S/N 1 through to 183, and

Discus bT powered gliders, all S/N, and

Discus-2T powered gliders, S/N 1 through to 40, and

Discus-2cT powered gliders, S/N 1 through to 35, and

Not fitted with a new modified engine pylon P/N M03RT841.

Requirement: To prevent engine pylon failure due to possible cracks in the pylon which could result in aircraft damage, accomplish the following:

AFM Amendment: Replace the daily inspection pages in the AFM per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 825-51 original issue or revision 1 for Ventus cT and Ventus-2cT gliders, or per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 863-20 P original issue or revision 1 for Discus bT, Discus-2cT and Discus-2T gliders, or later approved revision of these documents. Advise the aircraft pilot of the AFM amendment and the daily pylon inspection requirement introduced by this AD.

Pylon Replacement: If any damage or cracks are found in the engine pylon during the daily inspection, replace the engine pylon before further flight with pylon P/N M03RT841 per the instructions in SCHEMPP-HIRTH TN 825-39 for Ventus-2cT gliders, per the instructions in TN 825-52 for Ventus cT gliders, per the instructions in TN 863-14 for Discus-2T and Discus-2cT gliders, and per the instructions in TN 863-21 for Discus bT gliders or later approved revision of these documents.
(EASA AD 2011-0146 refers)

Compliance: Amend the AFM by 31 September 2011 unless previously accomplished, and thereafter inspect the engine pylon per the requirements introduced in the AFM until the pylon is replaced with P/N M03RT841.

Effective Date: 31 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
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.

2013-0012 Cancelled – EASA AD 2013-0054 refers

Effective Date: 19 March 2013

2013-0054 AFM and Maintenance Manual - Amendment

Applicability: Nimbus-4DT powered gliders, S/N 10 through to 15.
Duo Discus T powered gliders, S/N 1 through to 240.
Arcus T powered gliders, S/N 1, and S/N 3 through to 30.

Effective Date: 19 March 2013

2014-0042 Airbrake – Modification

Applicability: Arcus T powered gliders, S/N 1 through to 40.

Effective Date: 7 March 2014

2015-0139R1 Air Brake Bellcrank – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 639.
Duo Discus C gliders, all S/N.
Duo Discus T powered gliders, S/N 1 through to 110, and S/N 112 through to 247.
Nimbus-4D gliders, S/N 1 through to 15.
Nimbus-4DT powered gliders, S/N 1 through to 16.
Nimbus 4DM powered gliders, S/N 1 through to 12, and S/N 14 through to 75.

Effective Date: 24 July 2015

2015-0140 (Correction) Air Brake Bellcrank – Inspection

Applicability: Arcus gliders, S/N 1 through to 9.
Arcus T powered gliders, S/N 1 through to 12, and S/N 15 through to 31.
Arcus M powered gliders, S/N 1 through to 46.

Effective Date: EASA AD 2015-0140 - 29 July 2015
EASA AD 2015-0140 (Correction dated 16 July 2015) - 29 July 2015

2016-0027R1 Air Brakes – Inspection

Applicability: Discus-2a, Discus-2b, Discus-2c gliders, and
Ventus-2a, Ventus-2b and Ventus-2c gliders, and
Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered gliders.

Affected glider S/Ns are listed in Schempp-Hirth Flugzeugbau GmbH Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

Effective Date: EASA AD 2016-0027 - 23 February 2016
EASA AD 2016-0027R1 - 2 March 2016

2019-0079 Air Brake Control – Inspection

Applicability: Ventus c, Ventus cT and Ventus cM gliders, all S/N.

Effective Date: 18 April 2019

2020-0063 Flaperon Control – Inspection

Applicability: Ventus-2a, Ventus-2b and Ventus-2c gliders, all S/N.

Ventus-2cM and Ventus-2cT powered gliders, all S/N.

Effective Date: 1 April 2020

2020-0233 Airbrake End Stops / Bushings – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 541 inclusive, except S/N 534, and

Duo Discus C gliders, all S/N, and

Duo Discus T gliders, S/N 1 through to 174.

Effective Date: 10 November 2020

2020-0260 Elevator Connection – Inspection

Applicability: Janus, Mini-Nimbus HS 7, Nimbus-2, Standard Cirrus, Standard Cirrus B and Standard Cirrus CS 11-75L gliders, all S/N; and

Nimbus-2M powered gliders, all S/N as identified in Schempp-Hirth TN 278-40, 286-36, 295-33, 328-14, 798-4 (single document) dated 07 August 2020, or later approved revision.

Effective Date: 17 December 2020

2022-0076 AFM – Amendment

Applicability: Arcus M and Arcus (powered) gliders, all S/N, and

Ventus-3M powered gliders, S/N V3 001 MP to V3 087 MP inclusive, S/N V3 089 MP to V3 100 MP inclusive, S/N V3 102 MP to V3 113 MP inclusive and S/N V3 115 MP to V3 125 MP inclusive.

Effective Date: 26 May 2022

2022-0138 Airbrake System – Inspection

Applicability: Duo Discus and Duo Discus C gliders, all S/N; and

Duo Discus T powered gliders, all S/N.

Effective Date: 28 July 2022

2022-0229 Airbrake Control – Inspection

Applicability: Ventus-2a and Ventus-2b gliders, all S/N.

Effective Date: 22 December 2022

2022-0242-E Horizontal Tail Elevator U-Bracket – Inspection

Applicability: Arcus, Duo Discus, Duo Discus C, Nimbus-4 and Nimbus-4D gliders, all S/N; and

Arcus M, Arcus T, Duo Discus T, Nimbus-4M, Nimbus-4T, Nimbus-4DM and Nimbus-4DT powered gliders, all S/N.

Effective Date: 9 December 2022

2017-0167-E Front Electric Sustainer Battery Pack – Modification

Applicability: Discus-2c FES gliders, all S/N.

Effective Date: 25 May 2023

2023-0116 Electrical Landing Gear Control – Inspection

Applicability: Arcus M powered gliders, S/N 215 through to 269 inclusive.

Arcus T powered gliders, S/N 89 through to 106 inclusive.

Effective Date: 14 June 2023

2024-0059 Canopy Locking Mechanism – Modification

Applicability: Nimbus-4D gliders, S/N 1 to 11 (inclusive);

Duo Discus gliders, S/N 1 to 422 (inclusive);

Nimbus-4DT powered gliders, S/N 1 to 12 (inclusive);

Nimbus-4DM powered gliders, S/N 1 to 58 (inclusive); and

DuoDiscus T powered gliders, S/N 1 to 96 (inclusive).

Effective Date: 28 March 2024

2024-0242R1 Horizontal Tailplane Drive Lower Bearing – Modification

Applicability: Standard Cirrus gliders, S/N 21, 23, 27, 30, 32, 33, 34, 36 through to 52 inclusive and 54 through to 120 inclusive.

Effective Date: EASA AD 2024-0242 - 26 December 2024
EASA AD 2024-0242R1 - 30 January 2025

2024-0251-E Cancelled – EASA AD 2025-0157 refers

Effective Date: 4 August 2025

2025-0157 Wing Fuel Tank Hose – Inspection

Applicability: Ventus-3M powered gliders, S/N 031 MP up to 253 MP (inclusive), if fitted with optional wing fuel tanks.

Effective Date: 4 August 2025

*** 2026-0197 Electrical Charge Controller – Modification**

Applicability: Ventus-3M powered gliders, S/N 021 MP up to 084 MP (inclusive), S/N 091 MP up to 100 MP (inclusive), S/N 102 MP up to 111 MP (inclusive), and S/N 115 MP up to 125 MP (inclusive).

Effective Date: 30 October 2026