



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-10

Effective date 30 October 2025

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

Airworthiness Directive Schedule**List of New or Revised ADs****Amendment Nr 25-10****30 October 2025**

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters BO105 Series	EASA AD 2025-0217	Rotor Flight Control Fork Lever - Inspection	30-Oct-25
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2022-0168R2	Integrated Modular Avionics, Ethernet Network - Inspection	11-Nov-25
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2025-0217	Rotor Flight Control Fork Lever - Inspection	30-Oct-25
Airbus Helicopters EC 135 Series	EASA AD 2022-0168R2	Integrated Modular Avionics, Ethernet Network - Inspection	11-Nov-25
Airbus Helicopters EC 155 and SA 365 Series	EASA AD 2024-0110	Cancelled – EASA AD 2025-0239 refers	10-Nov-25
Airbus Helicopters EC 155 and SA 365 Series	EASA AD 2025-0239	Upper Ball Bearing End of the Main Rotor Servo Controls - Inspection	10-Nov-25
Beechcraft 200 Series	FAA AD 2025-20-11	Rudder Control Pushrod – Inspection	30-Oct-25
Emergency Equipment	EASA AD 2025-0222	Portable Breathing Equipment – Operational Instructions	30-Oct-25
Kawasaki BK117 Series	JCAB AD TCD-10553-2025	Main Rotor System Fork Lever – Inspection	4-Nov-25

State of Design Airworthiness Directives

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

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

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

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

Note:

Airworthiness Directive Schedule Amendment Nr. 25-11 is scheduled for issue on Thursday 27 November 2025.

Notes on New and Revised Airworthiness Directives

Airbus Helicopters Deutschland MBB-BK117 Series EASA AD 2022-0168R2 Integrated Modular Avionics, Ethernet Network - Inspection

Since AD 2022-0168R1 was issued, Airbus Helicopters (AH) developed modifications for H160-B helicopters to address the previously identified deficiencies in the design of the Helionix avionics suite, and issued ASB H160-46-20-0002 and ASB H160-46-31-0004.

These ASBs provide instructions to install HELIONIX V11 and required modification of the software of the Helionix AMCs and MFDs.

For the reasons described above, EASA AD 2025-0242 is issued taking over the requirements for H160-B helicopters, and AD 2022-0168R2 is revised to remove H160-B helicopters from the applicability and to delete all references to H160-B helicopters.

For the other (remaining) helicopter types, this AD 2022-0168R2 is still considered to be an interim action and further AD action may follow.

Airbus Helicopters EC135 Series EASA AD 2022-0168R2 Integrated Modular Avionics, Ethernet Network - Inspection

Since AD 2022-0168R1 was issued, Airbus Helicopters (AH) developed modifications for H160-B helicopters to address the previously identified deficiencies in the design of the Helionix avionics suite, and issued ASB H160-46-20-0002 and ASB H160-46-31-0004.

These ASBs provide instructions to install HELIONIX V11 and required modification of the software of the Helionix AMCs and MFDs.

For the reasons described above, EASA AD 2025-0242 is issued taking over the requirements for H160-B helicopters, and AD 2022-0168R2 is revised to remove H160-B helicopters from the applicability and to delete all references to H160-B helicopters.

For the other (remaining) helicopter types, this AD 2022-0168R2 is still considered to be an interim action and further AD action may follow.

Airbus Helicopters EC 155 and SA 365 Series EASA AD 2025-0239 Upper Ball Bearing End of the Main Rotor Servo Controls - Inspection

This AD was prompted by two occurrences reported to EASA of loss of tightening torque between the upper ball bearing end and main rotor servo-control. One case led to the disconnection of these two parts. Further investigation identified paint on the lock-washer as the root cause.

This condition, if not detected and corrected, could result in disconnection of the upper ball bearing end and main rotor servo-control, and possible loss of helicopter control.

To address this potential unsafe condition, AH issued ASB AS365-67-30-0001 and ASB EC155-67-30-0001, both at Revision 01, to provide inspection instructions.

Consequently, EASA issued AD 2024-0110 to require a one-time inspection of the connection between the upper ball bearing end and main rotor servo-control and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, and pending certification of a design change, AH issued an ASB, as defined in EASA AD 2025-0239, introducing additional inspections of the main rotor servo-controls nut torque.

For the reason described above, EASA AD 2025-0239 retains the requirements in superseded EASA AD 2024-0110, and requires an additional inspection of the main rotor servo-controls nut torque.

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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

30 October 2025

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

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

30 October 2025

Sud Aviation Gardan Horizon GY 80	18 DEC 08	Grob	31 JULY 25
Supermarine Spitfire	26 AUG 20	KR-03A Puchatek	26 July 18
Taylorcraft BC12-D	26 AUG 20	Lange E1 Antares	28 AUG 14
Tecnam Aircraft	27 MAR 25	LET Blanik L-13 Series	31 AUG 17
Thrush S2R Series	26 OCT 17	M&D Gliders JS-MD Series	25 NOV 21
Transavia PL12 Series	23 DEC 94	MBB Phoebus Series	11 JUN 93
Twin Commander 500/600 Series	30 MAY 13	PW-5 Smyk	26 JUL 18
Univair Stinson 108 Series	22 FEB 18	PW-6U	26 JUL 18
Vulcanair P68B, P68C and P68C-TC	26 OCT 23	Schempp-Hirth Series	31 JULY 25
Yakovlev/Aerostar Series	27 OCT 16	Schleicher Series	28 JUL 22
Yeoman YA-1 Series	25 OCT 12	Schneider ES52/II Kookaburra	29 OCT 09
Amateur Built		Slingsby Series	22 FEB 18
Amateur Built Aircraft	30 MAY 24	Sportine Aviacija LAK-17 series	25 JUL 19
Ex-military & Vintage Factory		Start & Flug	28 AUG 98
Built Aircraft, not type certified		Stemme S10 Series	31 AUG 22
Ex-military and Vintage Factory Built Aircraft	21 DEC 23	SZD Series (Allstar PZL)	31 JAN 19
Microlight		Technoflug Series	26 APR 02
Microlight	23 FEB 23	Vliegtuigbouw NV Sagitta	11 JUN 93
Helicopters		Balloons	
Helicopter - General	25 SEP 25	Balloons	28 AUG 25
Agusta Bell AB212	30 MAY 24	Ultramagic Balloons	25 FEB 16
Airbus Helicopters SA 315 & SA 316	27 OCT 11	Engines	
Airbus Helicopters AS 350	31 JULY 25	Austro E4 Series	26 SEP 24
Airbus Helicopters AS 355	31 JULY 25	Engines General – Reciprocating Engines	29 JUNE 23
Airbus Helicopters EC 120	31 JULY 25	Blackburn Cirrus	27 JUN 02
Airbus Helicopters EC 130	31 JULY 25	Continental 6-285-C Series	28 MAY 20
Airbus Helicopters EC 155 and SA 365	30 OCT 25	Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Airbus Helicopters Deutschland BO 105	30 OCT 25	Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Airbus Helicopters Deutschland EC 135	30 OCT 25	Continental 240 Series & RR O-240-A Series	28 MAY 20
Airbus Helicopters Deutschland MBB-BK 117	30 OCT 25	Continental 300 Series	28 SEP 23
Bell/Kawasaki-Bell 47 Series	25 JUN 09	Continental 360 Series	28 SEP 23
Bell 205 Series	31 OCT 24	Continental 470 Series	28 SEP 23
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24	Continental 520 Series	28 SEP 23
Bell 212 Series	31 OCT 24	Continental 550 Series	28 SEP 23
Bell 214 Series	26 JUN 14	Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	19 DEC 24
Bell 222 Series	28 JUL 22	De Havilland Gipsy	28 AUG 08
Bell 407 Series	29 MAY 25	Franklin	30 OCT 03
Bell 412 Series	31 OCT 24	GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
Bell 427 Series	24 APR 25	General Electric T-58 Series	25 MAR 04
Bell 429 Series	19 JUNE 25	Honeywell Int. LTS101 & T53 Series	30 JUN 22
Bell 505 Series	31 JULY 25	Honeywell International T5508D	26 JUL 12
Bell OH-58 Series	27 NOV 14	Honeywell International TFE731 Series	30 APR 09
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24	Honeywell International TPE331 Series	29 NOV 18
Boeing Vertol 107-II	31 AUG 06	Jabiru 2200 & 3300	27 SEP 12
Brantly Aircraft B-2 Series	23 DEC 21	Kinner R-55 (R-540-1)	29 NOV 07
Enstrom F-28, 280 & 480 Series	27 SEP 18	Limbach Engines	29 JUL 10
Fairchild FH-1100 Series	30 NOV 06	Lycoming Engines - FAA TC E-223	28 NOV 24
Guimbal Cabri G2	28 MAR 24	Lycoming Engines - FAA TC E-229	28 FEB 19
Hiller UH-12C & UH-12E Series	28 AUG 25	Lycoming Engines - FAA TC 1E12	28 NOV 24
Kaman K-1200 Kmax	24 FEB 11	Lycoming Engines - FAA TC E-274	28 NOV 24
Kawasaki BK117 Series	30 OCT 25	Lycoming Engines - FAA TC 1E13	28 NOV 24
Leonardo A109 and AW109 Series	25 SEP 25	Lycoming Engines - FAA TC E-279	28 NOV 24
Leonardo A119 and AW119 Series	25 SEP 25	Lycoming Engines - FAA TC 1E10	28 NOV 24
Leonardo AW169	29 MAY 25	Lycoming Engines - FAA TC E-286	28 NOV 24
MD 369, Kawasaki/Hughes 369 & 500N	25 SEP 25	Lycoming Engines - FAA TC 1E1	28 NOV 24
MD 600N	25 SEP 25	Lycoming Engines - FAA TC E26EA	28 NOV 24
MD 900N	22 OCT 15	Lycoming Engines - FAA TC E16EA	28 NOV 24
Robinson R22 Series	31 OCT 24	Lycoming Engines - FAA TC E-275	28 FEB 19
Robinson R44 Series	19 JUNE 25	Lycoming Engines - FAA TC 1E4	28 NOV 24
Robinson R66 Series	29 FEB 24	Lycoming Engines - FAA TC 1E7	28 FEB 19
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18	Lycoming Engines - FAA TC E14EA	28 NOV 24
Sikorsky Aircraft S-55 Series	25 AUG 05	Lycoming Engines - FAA TC E-295	28 NOV 24
Sikorsky Aircraft S-76 Series	24 JUN 21	Lycoming Engines - FAA TC E-304	28 NOV 24
Gliders		Lycoming Engines - FAA TC 1E15	28 FEB 19
Gliders General	25 NOV 21	Lycoming Engines - FAA TC 108	27 AUG 15
DG Aviation -100 /-200 /-300 /-400 /-500 /-800	27 MAR 25	Lycoming Engines - FAA TC E00004NY	28 NOV 24
/-808 & /-1000 Series		Lycoming Engines - FAA TC E00006NY	28 NOV 24
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22	Mikron III Series	28 JAN 16
Diamond/Hoffmann H36 Dimona	30 JUN 11	Pratt & Whitney Piston Series	23 FEB 23
Eiravion OY Pik 20 Series	11 JUN 93	Pratt & Whitney JT8D Series	27 OCT 95
Elliots Eon 463 Series	29 AUG 97	Pratt & Whitney JT15D Series	30 JUN 22
Glasflugel and HPH Glasflugel	28 OCT 21		

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30 October 2025

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

Propellers & Prop Governors

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

Components & Equipment

Aircraft Seats & Harnesses	25 SEP 25
Avionics (previously Radio Communication & Navigation Equipment)	29 MAY 25
Brakes and Wheels	28 AUG 25
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	30 OCT 25
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 Deutschland BO 105 Series

30 October 2025

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters Deutschland BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-1, BO105 LS A-3 helicopters manufactured by Eurocopter Deutschland (formerly Messerschmitt-Bolkow-Blohm GmbH) under EASA Type Certificate No. R.011 (formerly LBA TCDS No. 3025).
 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 Federal Aviation Administration (FAA) ADs mandated by EASA.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *

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DCA/BO105/7	Bendix Shaft and Clutches – Inspection and Replacement.....	8	
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DCA/BO105/9	Cancelled - EASA AD 2018-0056 refers	9	
DCA/BO105/10	Tail Rotor Balance Weights and Control Lever – Inspection and Replacement	9	
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DCA/BO105/12	EASA AD 2010-0153 Cancelled – EASA AD 2021-0142 refers.....	11	
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DCA/BO105/15A	Cancelled – EASA AD 2011-0091R2 refers.....	11	
DCA/BO105/16	Emergency Float Kit – Inspection and Modification	12	
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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.			13
2011-0091R2	Cancelled – EASA AD 2014-0230 refers	13	
2013-0015	Cancelled – EASA AD 2021-0142 refers	13	
2014-0180R1	Cancelled – EASA AD 2015-0166 refers	13	
2014-0230	Main Gearbox – Inspection	13	
2014-0235	Cancelled – EASA AD 2015-0017 refers	13	
2015-0017	Rescue Hoist Control Grip – Inspection	13	
2015-0042	Cancelled – EASA AD 2021-0142 refers	13	
2016-0166	Cancelled – EASA AD 2016-0060 refers	13	
2015-0220	Electrical Power System – Inspection	13	
2016-0060	Cancelled – EASA AD 2016-0142 refers	13	

2016-0118-E	MRB Erosion Protection Shell – Inspection.....	14
2016-0142R1	Swashplate Assembly – Inspection.....	14
2018-0056	Main Rotor Mast - Inspection	14
2019-0024	Cancelled - EASA AD 2021-0142 refers	14
2021-0142	Airworthiness Limitations	14
2023-0006-E	Swashplate Assembly - Inspection	14
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DCA/BO105/1B Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Eurocopter BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-1, BO105 LS A-3 helicopters, all variants, all S/N.

Note 1: DCA/BO105/1B revised to cancel LBA AD 2001-281 and LBA AD 1976-136/2, which have both been superseded by EASA AD 2021-0142. New or amended ADs are shown with an asterisk *

Requirement: Compliance with the following Luftfahrt-Bundesamt (LBA) Airworthiness Directives and EASA Airworthiness Directives (as applicable) is required:

Luftfahrt-Bundesamt (LBA) / EASA / Transport Canada AD No:	Messerschmitt-Bolkow-Blohm / Eurocopter Service Information:	Subject:	AD Applicability:
LBA AD 1972-023 (In German)	Allison Commercial SL No. 250 CSL-10 dated 9 Dec 1971	Allison C250 Series Engine - Introduce Life Limitation per SL No. 250 CSL-10	Refer to LBA AD 1972-023
LBA AD 1973-025	None	Tail Rotor Output Bendix Driveshaft - Modification	Refer to LBA AD 1973-025
LBA AD 1974-022	MBB BO105 ASB 4 dated 2 Mar 1973 & MBB BO 105 SB 10-11 dated 19 Dec 1973	Main Rotor Head Bolts Corrosion and Wear - Bolt Replacement	Refer to LBA AD 1974-022
LBA AD 1974-157	MBB BO105 ASB 7 & 8	Bendix Shafts - Shaft Replacement	Refer to LBA AD 1974-157
LBA AD 1975-103	MBB BO105 ASB 9 dated 30 Apr 1975	Main Rotor Head Nuts - Nut Replacement	Refer to LBA AD 1975-103
LBA AD 1975-106/2	MBB BO105 ASB 11 & 12 both dated 16 Jun 1975	Hose Assemblies - Inspection and Replacement	Refer to LBA AD 1975-106/2
LBA AD 1975-171 (In German)	MBB BO105 SB 90-11 Rev 1 dated 18 Jul 1975	Engine Compartment Deck Socket Connection - Rework per MBB BO105 SB 90-11 Rev 1	Refer to LBA AD 1975-171 (In German)
LBA AD 1975-172/2	MBB BO105 SB 40-19 and 40-21 both dated 2 Jun 1975	Tandem Hydraulic Units - Replacement of certain production lots	Refer to LBA AD 1975-172/2
LBA AD 1975-191/2	MBB BO105 SB 80-21 dated 25 Jul 1975	Load Hook Electrical System - Inspection and Replacement	Refer to LBA AD 1975-191/2
LBA AD 1975-238	MBB BO105 SB 60-25 rev 1	Right Outboard Engine Mount Flange - Flange Replacement	Refer to LBA AD 1975-238
* LBA AD 1976-136/2	Cancelled	Cancelled	Refer to EASA AD 2021-0142
LBA AD 1976-255/2	MBB BO105 SB 40-15 dated 12 Aug 1974 & MBB BO105 SB 40-29 dated 14 Jun 1976	Dual Hydraulic Booster - Inspection and Replacement	Refer to LBA AD 1976-255/2
LBA AD 1976-256/3 (In German)	MBB BO105 AB No. 13 rev 2 dated 17 Dec 1979	Rotor Brake - Inspect and modify per MBB BO105 AB No. 13	Refer to LBA AD 1976-256/3 (In German)
LBA AD 1976-317/2	MBB BO105 ASB 15	Tail Boom Assembly - Bearing Bracket Modification – Terminating Action	Refer to LBA AD 1976-317/2
LBA AD 1977-306	MBB BO105 SB 10-7 rev 1 dated 2 Nov 77 & MBB BO105 SB 60-37 dated 27 Jun 77	Input Shaft and Ram Air Ventilation - Replacement and Modification	Refer to LBA AD 1977-306
LBA AD 1978-257	MBB BO105 SB 40-15 rev 3	Dual Hydraulic System -	Refer to LBA AD 1978-257

	dated 16 Oct 1978	Inspection and Adjustment	
LBA AD 1979-136	MBB BO105 ASB 17 dated 20 Feb 1979	Exhaust Pipe Clamps - Inspection and Replacement	Refer to LBA AD 1979-136
LBA AD 1979-137	MBB BO105 SB 60-43 dated 9 Jan 1979	Drive Shaft Fairing Asbestos Cloth - Inspection	Refer to LBA AD 1979-137
LBA AD 1979-135	MBB BO105 SB 10-24 & 10-34	Main Rotor Transmission Bearings - SB 10-34 – Terminating Action	Refer to LBA AD 1979-135
LBA AD 1979-234	MBB BO105 SB 20-10 rev 2 dated 26 Feb 1979	Interference between TR Control Linkage and Nose Door Hardware - Rework	Refer to LBA AD 1979-234
LBA AD 1979-444	MBB BO105 SB 60-46 dated 20 Aug 1979	Engine Cowling - Rework	Refer to LBA AD 1979-444
LBA AD 1979-235/2	MBB BO105 SB 40-38 rev 1 dated 13 Aug 1979	Dual Hydraulic Boost System - Modification	Refer to LBA AD 1979-235/2
LBA AD 1978-295/2	MBB BO105 ASB 16 rev 2 dated 28 Sep 1979	Tail Rotor Blades and Heads - Replacement - Terminating Action	Refer to LBA AD 1978-295/2
LBA 1980-95/2 (In German)	MBB BO105 AB No. 19 rev 1 dated 27 March 1980	Bendix Drive Shafts - Inspect and modify per MBB BO105 AB No. 19	Refer to LBA 1980-95/2 (In German)
LBA AD 1980-208	MBB BO105 ASB 60-54 and 10-37 both dated 27 June 1980	Main Gearbox - Rework	Refer to LBA AD 1980-208
LBA AD 1984-177/2	MBB BO105 SB 80-81 rev 1 dated 4 Dec 1984, MBB BO105 SB 80-4 rev 1 dated 27 Nov 1984 & Siren SB 10A dated 13 Aug 1984	Cargo Hook - Accomplish SB Actions	Refer to LBA AD 1984-177/2
LBA AD 1984-128	MBB BO105 ASB 23 dated 26 Jul 1984	Tail Rotor Blades - Accomplish SB Actions	Refer to LBA AD 1984-128
LBA AD 1983-124/2	MBB BO105 ASB 22 rev 1 dated 17 Apr 1984	Tandem Hydraulic Units - Spring Replacement - Terminating Action	Refer to LBA AD 1983-124/2
LBA AD 1984-178	MBB BO105 SB 30-18 rev 2 dated 18 Dec 1978 & MBB BO105 SI 102	Vertical Fin - Modification	Refer to LBA AD 1984-178
LBA AD 1985-50 (In German)	MBB BO105 AB No. 24 dated 18 February 1985	Tail Rotor Control Rods - Inspect and replace per MBB BO105 AB No. 24.	Refer to LBA AD 1985-50 (In German)
LBA AD 1985-265	MBB BO105 ASB 26 dated 12 Dec 1985	Tandem Hydraulic System - Modification	Refer to LBA AD 1985-265
LBA AD 1986-106	MBB BO105 ASB 28 dated 27 Mar 1986	TR Gearbox Attach Bolts - Replacement	Refer to LBA AD 1986-106
LBA AD 1986-148	MBB BO105 ASB 105-60-101 dated 18 Jul 1986 & MBB BO105 SB 105-60-65	Fuel System Drain Valve - Drain Valve Replacement – Terminating Action	Refer to LBA AD 1986-148
LBA AD 1987-106/2	MBB BO105 ASB BO-10-101 rev 2 dated 26 May 1987 & MBB BO105 ASB 105LS-10-2 rev 1 dated 26 May 1987	Main Rotor Head Blade Bolts - Replacement	Refer to LBA AD 1987-106/2
LBA AD 1989-123/2 (In German)	MBB BO105 ASB No. 105-40-102 dated 20 April 1989	Dual Hydraulic System - Inspect and rework per MBB BO105 ASB No. 105-40-102	Refer to LBA AD 1989-123/2 (In German)
LBA AD 1991-204	MBB BO105 ASB BO105-60-105 18 Nov 1991	PC Air Tube & Pipe Assembly Clearance - Rework and Replacement	Refer to LBA AD 1991-204
LBA AD 1992-273	MBB BO105 ASB 105-30-104	Transmission System - Transmission Flange Inspection	Refer to LBA AD 1992-273
LBA AD 1995-458	Eurocopter ASB 105-80-118 rev	Voltage Controller -	Refer to LBA AD 1995-458

	1 dated 29 Nov 1995	Replacement	
LBA AD 1999-300/3	Eurocopter ASB 105-10-114 rev 2 dated 31 Aug 1999	Main Rotor System Tension Torsion Strap - Inspection and Replacement	Refer to LBA AD 1999-300/3
LBA AD 1999-289/3	Eurocopter ASB BO 105-10-113 rev 3 dated 10 Nov 2000	Main Rotor System Tension Torsion Strap - Inspection and Replacement	Refer to LBA AD 1999-289/3
* LBA AD 2001-281	Cancelled	Cancelled	Refer to EASA AD 2021-0142
EASA AD 2010-0049	Eurocopter ASB BO105-40-106 dated 19 Dec 2008	Cyclic Stick Locking Device - Modification	Refer to EASA AD 2010-0049
LBA AD 2008-388	Eurocopter Deutschland GmbH BK117 ASB MBB-BK117-30-113, dated 23.09.2008 Eurocopter Deutschland GmbH BO105 ASB BO105-30-116, dated 23.09.2008	Tail Rotor – Balance Weights & Control Lever – Inspection / Replacement	BO 105 A, BO 105 C, BO 105 LS A-1 BO 105 D, BO 105 DS, BO 105 DB, BO 105 DBS, BO 105 DB-4, BO 105 DBS-4, BO 105 DBS-5 and BO 105 S
LBA AD 2009-110R1	Eurocopter Canada Limited ASB- BO 105 LS 40-10, dated 08.05.2009 Eurocopter Deutschland ASB BO105-40-106, dated 19.12.2008 Eurocopter Deutschland ASB MBB-BK117-40-113, dated 22.12.2008	Rotors Flight Control – Cyclic-Stick Locking Device – Modification	BO 105 A, BO 105 C, BO 105 D, BO 105 LS A-1, BO 105 LS A-3 and BO 105 S
LBA AD 2009-182	Goodrich SB 42315-489-01 Rev. 1 Breeze-Eastern SB BLH-20200- 504-25-01 Breeze-Eastern SIL01 BLH- 20200-431 Breeze-Eastern SIL01 HK-116-5	Equipment / Furnishings – D-Lok Hook of the Rescue Hoist – Inspection / Removal from Service / Replacement	BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-1, BO105 LS A-3, all variants, all S/N
LBA AD 2010-181	Eurocopter Deutschland GmbH ASB BO105-60-110 Rev. 1, dated 03.03.2010 Rolls-Royce Corporation 250- C20 Series CEB A-1400 Rev. 3, dated 19.01.2009	Engine – Power Turbine Speed – Operation Limitation	BO105C, BO105D and BO105S
LBA AD 2010-207	Eurocopter Deutschland ASB BO105-10-121 Rev. 1 MM BO105, Chapter 101-15 Airworthiness Limitations, Revision 26)	Time Limits / Maintenance Checks – Main Rotor Blades with Bolted Lead Inner Weight - Life Limitation	BO 105 C (Variants CB-5) BO 105 D (Variants DBS- 5) BO 105 S (Variants CBS- 5)
LBA AD 2010-291R1	Eurocopter Deutschland ASB BO105-10-124 Rev. 1, dated 18.10.2010 ASB BO105LS-10-12 Rev. 1, dated 20.10.2010 Maintenance Manual (MM) BO105, Maintenance Manual (MM) BO105 LS A-1 Maintenance Manual (MM) BO105 LS A-3	Main Rotor – Main Rotor Blade Erosion Protective Shell – Inspection / Replacement	BO 105 A, BO 105 C, BO 105 D, BO 105 LS A-1, BO 105 LS A-3 and BO 105 S
LBA AD 2010-325R1	BO105 Maintenance Manual / Wartungshandbuch, Kapitel 11, Abschnitt 11-12 bis 11-19 einschließlich der geänderten Tabelle 11-2 vom 04.04.2011 und dem geänderten Bild 11-14 vom 04.04.2011 Eurocopter Deutschland ASB BO105-10-125 Rev. 1, dated 04.04.2011	(ATA 63) Main Rotor Drive – Main Gearbox Inspection	BO105 A, BO105 C (Variants C23, CB, CB-4, CB-5), BO105 D (Variants D, DS, DB, DB-4, DBS, DBS-4, DBS-5), BO105 S (Variants CS, CBS, CBS-4, CBS-5)
LBA AD 2012-157	Apical Industries Inc. ASB SB2008-01, Rev. A, dated	(ATA 25) Liferaft / (ATA 32) Emergency Flotation	BO 105 A, BO 105C, BO 105 S, BO 105 LS A-1 and

	03.03.2010	Section – Installation of Liferaft External Inflation Handle Placards and Replacement of Liferaft Operation Placards	BO 105 LS A-3
CF-2009-12	Eurocopter Canada ASB BO 105 LS 30-12, dated 12 December 2008, or later revisions approved by Transport Canada.	Tail Rotor Balance Weights Corrosion	BO 105 LS A-3
CF-2008-17R1	Eurocopter Canada ASB BO 105 LS-10-10 Revision 1, dated 8 January 2008, or later revision approved by Transport Canada.	Tension Torsion Straps	BO 105 LS A-3

Note 2: Each part of this AD (each individual LBA AD, EASA AD and Transport Canada AD) shall be certified in the aircraft log book separately.

Note 3: Manufacturer service information at later approved revisions is acceptable to comply with the requirements of this AD.

Compliance: 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 individual LBA ADs, the EASA ADs and the FAA ADs, as applicable.

Effective Date: DCA/BO105/1 - 29 July 2010
DCA/BO105/1A - 27 September 2012
DCA/BO105/1B - 1 July 2021

DCA/BO105/2 Tail Rotor Blades – Inspection and Rework

Applicability: All model BO 105 series aircraft fitted with tail rotor blades P/N 105-31742, S/N all through 548.

Note: This AD pertains to fiberglass plastic loops embodied with LTA 74-64 per MBB SB 30-5 dated 29 March 1974 or later approved revisions.

Requirement: To prevent Tail Rotor Blade (TRB) failure, accomplish the following:

1. Secure TRB end caps per SB 30-8 dated 5 July 1974 or later approved revisions.
2. Accomplish the instructions in action 2.a) or 2.b) of LBA AD 1974-162 as applicable.

(LBA AD 1974-162 refers)

Compliance:

1. By 29 August 2010.
2. At every post flight inspection until the requirements in MBB SB 30-8 have been accomplished.

Effective Date: 29 July 2010

DCA/BO105/3 Main Rotor Head Nuts and Bolts – Inspection and Replacement

Applicability: All model BO 105 series aircraft fitted with quadruple nuts and Bendix tie bar retaining bolts.

Requirement: To prevent MRH failure, accomplish the following:
Remove quadruple nuts P/N 105-14101.19 and 105-14101.20, and bolts P/N 105-14101.22 and 105-14101.23 and magnaflux inspect them for cracks. Replace cracked parts before further flight.

Note: MBB SB No. 10-18 dated 18 July 1975, and later approved revisions pertains to the subject of this AD.
(LBA AD 1975-170/2 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 300 hours TIS until the life limitation of 2400 hours TTIS.

Effective Date: 29 July 2010

DCA/BO105/4 Main Rotor Gearbox Oil Pump – Inspection and Rework

Applicability: All model BO 105 series aircraft fitted with a main rotor gearbox oil pump P/N 7631 955 112 with S/N all through 229, or oil pump P/N 7631 955 115 with S/N all through 229.

Requirement: To prevent failure of the main rotor gearbox sun and planetary gear carrier, accomplish the following:

1. Inspect the main gearbox chip detector per the instructions in chapter 10-1-2, page 17 of the BO 105 Maintenance and Overhaul Manual. If any chips are found accomplish corrective actions before further flight.
2. For oil pump P/N 7631 955 112:
Replace the oil pump plunger and compression spring per the instructions in MBB SB No. 10-20 dated 25 May 1976 and MBB SB No. 10-16 dated 28 July 1975 or later approved revisions.
3. For oil pump P/N 7631 955 115:
Replace the oil pump compression spring per the instructions in MBB SB No. 10-16.
(LBA AD 1976-206 refers)

Compliance:

1. Within the next 10 hours TIS unless previously accomplished and thereafter at intervals not to exceed 10 hours TIS until accomplishment of requirements 2 or 3, as applicable.
2. Within the next 100 hours TIS unless previously accomplished.
3. Within the next 100 hours TIS unless previously accomplished.

Effective Date: 29 July 2010

DCA/BO105/5 Tail Rotor Blade Grips – Inspection and Replacement

Applicability: All model BO 105 series aircraft fitted with blade grips P/N 105-31711 and P/N 105-31722.

Requirement: To prevent failure of the tail rotor blades due to possible cracks in the inboard end and/or cracks in the laminated pack retaining bolt bore, accomplish the following:

1. Inspect the inboard end of the blade grips for cracks per the instructions in paragraph 2.A of MBB BO 105 SB No. 30-24 dated 1 December 1978 or later approved revisions. If any defects are found accomplish corrective actions before further flight.
2. Dye penetrant inspect the laminated pack retaining bolt bore per the instructions in paragraph 2.A of MBB BO 105 SB No. 30-24. If any defects are found accomplish corrective actions before further flight.

(LBA AD 1978-339 refers)

Compliance:

1. Within the next 100 hours TIS unless previously accomplished and thereafter inspect per the Special Inspection Instructions in the BO 105 Maintenance and Overhaul Manual at intervals not to exceed 100 hours TIS.
2. Within the next 100 hours TIS unless previously accomplished, and thereafter inspect per the Special Inspection Instructions in the BO 105 Maintenance and Overhaul Manual at intervals not to exceed 600 hours TIS.

Effective Date: 29 July 2010

DCA/BO105/6 Tail Rotor Blade Grips – Inspection and Replacement

Applicability: All model BO 105 series aircraft, all S/N fitted with tail rotor blade grips P/N 105-31711 and P/N 105-31722.

Requirement: To prevent failure of the tail rotor blades due to possible cracks in the clevis area of the blade grips, accomplish the instructions in MBB BO 105 AB No. 18 dated 15 March 1979 or later approved revisions. If any defects are found accomplish corrective actions before further flight.

(LBA AD 1979-144 refers)

Compliance: Within the next 10 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 29 July 2010

DCA/BO105/7 Bendix Shaft and Clutches – Inspection and Replacement

Applicability: All model BO 105 series aircraft, all S/N fitted with Bendix shafts and Bendix clutches P/N 19E 143-1, 19E 144-1/2/3, 19E 145-1/2/3, 19E 146-1, 105 31503, 105 31504, 105 31505 or 105 31506.

Requirement: To prevent failure of the shaft and clutch due to possible corrosion of the inner sides of the diaphragms, inspect per the instructions in MBB SB No. 60-45 dated 20 July 1979 or later approved revisions. If any defects are found accomplish corrective actions before further flight.

(LBA AD 1979-443 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 1200 hours TIS or 2 years whichever occurs sooner.

Effective Date: 29 July 2010

DCA/BO105/8 Hoist Cable – Inspection and Replacement

- Applicability:** Model BO 105 series aircraft, all S/N fitted with rescue hoist P/N 0134-0353, 0136-1175 or 105-81101.
- Requirement:** To prevent failure of the hoist cable due to possible previous damage, accomplish the instructions in MBB AB No. 21 dated 14 September 1982 or later approved revisions. If any defects are found accomplish corrective actions before further flight.
(LBA AD 1982-099 refers)
- Compliance:** Before further hoist operation unless previously accomplished and thereafter after every hoist operation and for frequent actuation during a hoist mission after every 10th hoist cycle.
- Effective Date:** 29 July 2010

DCA/BO105/9 Cancelled - EASA AD 2018-0056 refers

Effective Date: 26 March 2018

DCA/BO105/10 Tail Rotor Balance Weights and Control Lever – Inspection and Replacement

- Applicability:** Models BO 105A, BO 105C, BO 105LS A-1, BO 105D, BO 105DS, BO 105DB, BO 105DBS, BO 105DB-4, BO 105DBS-4, BO 105DBS-5 and BO 105S aircraft, all S/N.
- Requirement:** To prevent failure of the tail rotor balance weights due to possible corrosion, accomplish the following:

Inspect the tail rotor balance weights and control levers per the instructions in Eurocopter Deutschland (ECD) BO105 ASB No. ASB BO105-30-116 dated 23 September 2008 or later approved revisions.

If any defects are found which exceeds the acceptable limits specified in ASB No. ASB BO105-30-116, replace defective parts before further flight.
- Note:** The replacement of defective parts is not a terminating action for the repetitive inspection requirements of this AD.
(EASA AD 2008-0206 refers)
- Compliance:** By 29 August 2010 or the next 100 hours TIS whichever occurs sooner unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or 48 months whichever occurs sooner.
- Effective Date:** 29 July 2010

DCA/BO105/11 Power Turbine Speed – Operational Limitation, Placard and AFM Amendment

Applicability: All model BO 105C, BO 105D and BO 105S aircraft series fitted with Rolls Royce Corporation (formerly Allison, Detroit Diesel Allison) 250-C20 series engines, except those aircraft embodied with ECD VTOL retrofit kit 105-80037.

Requirement: To prevent 3rd stage turbine wheel failure due to detrimental vibrations in a particular RPM range which could result in loss of engine power, accomplish the following:

1. Review the aircraft records or inspect both engines and determine if a 3rd stage turbine wheel P/N 23065833 is fitted to any of the aircraft engines.

If a 3rd stage turbine wheel P/N 23065833 is found fitted, accomplish requirement 2 of this AD.

2. Install a placard next to the RPM indicator on the instrument panel in full view of the pilot per the instructions in Eurocopter Deutschland GmbH ASB BO105-60-110 revision 1, dated 3 March 2010 or later approved revisions.

Min. Continuous 98%
Min. Transient 95%
ASB BO105-60-110

3. Amend the AFM and insert the applicable revision listed in table 1 into the aircraft AFM.

Table 1 – Model BO 105 AFM Revisions

Model	Model Variant	AFM Revision
BO 105C	C23 (Europe), C-2 (USA) and CDN (Canada)	No. 5
BO 105S	CS (Europe) and CS-2 (USA)	
BO 105C	CB (Europe), CB-2 (USA) and CDN-B (Canada)	No. 8
BO 105S	CBS (Europe), CBS-2 (USA) and CDN-BS (Canada)	
BO 105D	DB and DBS (Europe)	No. 4

Note 1: Rolls Royce Corporation 3rd stage turbine wheels P/N 23065833 are no longer in production.

Note 2: The placard on the aircraft instrument panel can be removed once affected 3rd stage turbine wheels P/N 23065833 are removed from service and both engines have turbine wheel P/N fitted which are not affected by this AD per the instructions in paragraph 2.C.(1)(d) of Rolls-Royce Corporation 250-C20 Series CEB A-1400 revision 3 dated 19 January 2009, or later approved revisions.

(EASA AD 2010-0128 refers)

Compliance:

1. By 29 August 2010.
2. By 29 August 2010.
3. By 29 August 2010.

Effective Date: 29 July 2010

DCA/BO105/12 EASA AD 2010-0153 Cancelled – EASA AD 2021-0142 refers**Effective Date:** 1 July 2021**DCA/BO105/13 MRB Erosion Protective Shell – Inspection and Replacement****Applicability:** Model BO105 A, BO105 C, BO105 D, BO105 LS A-1, BO105 LS A-3 and BO105 S helicopters, all variants (except variants CB-5 and DBS-5), all S/N.**Requirement:** To prevent loss of the MRB erosion protective shell due to possible debonding which can result in an unbalanced main rotor, high vibration, damage to the aircraft and loss of aircraft control, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the P/N of the main rotor blades and determine whether any blades have been replaced between September 2006 and March 2010. Affected main rotor blade P/N are listed in ECD ASB BO105-10-124 revision 1 dated 18 October 2010 or later EASA approved revisions.

If an affected main rotor blade is found fitted, accomplish a one-time inspection of the erosion protective shell for debonding per the instructions in ASB BO105-10-124.

If any debonding is found, replace the erosion protective shell at the time indicated in, and per the instructions in chapter 14-2 of the applicable BO105 Maintenance Manual (MM).

2. Affected main rotor blades listed in ASB BO105-10-124 fitted with erosion protective shells which have been replaced between September 2006 and March 2010 shall not be fitted to any aircraft unless the blades have been inspected and reworked as applicable, per the requirements in this AD.

Note: Inspections and corrective actions accomplished prior to the effective date of this AD per the original issue of ECD ASB BO105-10-124 are acceptable to comply with the initial requirements of this AD. After the effective date of this AD, inspections and corrective actions must be accomplished per ASB BO105-10-124 revision 1 or later EASA approved revisions.

(EASA AD 2010-0216-E)

Compliance:

1. Within the next 10 hours TIS, or next 4 flight cycles, or by 3 December 2010 whichever occurs sooner, unless previously accomplished.
2. From 3 November 2010.

Effective Date: 3 November 2010**DCA/BO105/14 Cancelled – DCA/BO105/15A refers****Effective Date:** 27 September 2012**DCA/BO105/15A Cancelled – EASA AD 2011-0091R2 refers****Effective Date:** 8 November 2012

DCA/BO105/16 Emergency Float Kit – Inspection and Modification

Applicability: Model BO-105A, BO-105C, BO-105S, BO-105LS A-1 and BO-105LS A-3 aircraft fitted with Apical emergency float kit P/N 20430-300, S/N all through to 009 (embodied under FAA STC SR00856LA).

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/BO105/17 Tail Rotor Pitch Links – Inspection and Replacement

Applicability: Model BO105 LS A-3 aircraft, all S/N 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: At the compliance times specified in FAA AD 2012-13-11.

Effective Date: 27 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

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

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

2011-0091R2 Cancelled – EASA AD 2014-0230 refers

Effective Date: 4 November 2014

2013-0015 Cancelled – EASA AD 2021-0142 refers

Effective Date: 1 July 2021

2014-0180R1 Cancelled – EASA AD 2015-0166 refers

Effective Date: 25 August 2015

2014-0230 Main Gearbox – Inspection

Note: The repetitive inspections of the MGB magnetic plugs for chips mandated by requirement (1) of EASA AD 2014-0230 per the instructions in ASB BO105-10-125 revision 3 and the BO105 MM 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.

If any deposits are found on the MGB magnetic plug per Changed Table 11-2 of ASB BO105-10-125 revision 3 during any inspections, then a maintenance engineer must accomplish all required corrective actions per ASB BO105-10-125 revision 3 before further flight.

Effective Date: EASA AD 2014-0230 - 4 November 2014
EASA AD 2014-0230 (note added) - 26 November 2015

2014-0235 Cancelled – EASA AD 2015-0017 refers

Effective Date: 10 February 2015

2015-0017 Rescue Hoist Control Grip – Inspection

Effective Date: 10 February 2015

2015-0042 Cancelled – EASA AD 2021-0142 refers

Effective Date: 1 July 2021

2016-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0220 Electrical Power System – Inspection

Effective Date: 23 November 2015

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0118-E MRB Erosion Protection Shell – Inspection

Effective Date: 21 June 2016

2016-0142R1 Swashplate Assembly – Inspection

Applicability: BO105 A, BO105 C, BO105 D, BO105 S and BO105 LS A-3 helicopters, all variants, all S/N, and BO105 LS A-3 helicopters, modified in accordance with EASA STC 10039633, or previously by LBA STC EMZ NR. 0654/3058 (so called “Superlifter”).

Effective Date: 2016-0142 - 2 August 2016
2016-0142R1 - 26 April 2018

2018-0056 Main Rotor Mast - Inspection

Applicability: BO105 A, BO105 C, BO105 D, BO105 LS A-1, BO105 LS A-3 and BO105 S helicopters, all variants, all S/N.

Effective Date: 26 March 2018

2019-0024 Cancelled - EASA AD 2021-0142 refers

Effective Date: 1 July 2021

2021-0142 Airworthiness Limitations

Applicability: BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-1 and BO105 LS A-3 helicopters, all variants, all S/N, including BO105 LS A-3 helicopters modified in accordance with EASA Supplemental Type Certificate (STC) 10039633, or previously LBA Germany STC EMZ NR. 0654/3058 (commercially known as “Superlifter”).

Effective Date: 1 July 2021

2023-0006-E Swashplate Assembly - Inspection

Applicability: BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-1 and BO105 LS A-3 helicopters, all variants, all S/N, and

BO105 LS A-3 helicopters, embodied with EASA STC 10039633, or previously embodied with LBA STC EMZ NR. 0654/3058 (so called “Superlifter”).

Effective Date: 16 January 2023

*** 2025-0217 Rotor Flight Control Fork Lever - Inspection**

Applicability: BO105 A, BO105 C, BO105 D, BO105 S and BO105 LS A-3 (see Note in this AD) helicopters, all variants, all S/N.

Note: BO105 LS A-3 helicopters, modified in accordance with EASA Supplemental Type Certificate (STC) 10039633, or previously by LBA STC EMZ NR. 0654/3058 (so called “Superlifter”), are affected by this AD.

Effective Date: 30 October 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

30 October 2025

- Notes:**
1. This AD schedule is applicable to the following aircraft manufactured by Airbus Helicopters Deutschland GmbH:

Helicopter Model:	EASA Type Certificate Number:
MBB-BK 117 A-1	R.010 (previously LBA TC No. 3049).
MBB-BK 117 A-3	R.010 (previously LBA TC No. 3049).
MBB-BK 117 A-4	R.010 (previously LBA TC No. 3049).
MBB-BK 117 B-1	R.010 (previously LBA TC No. 3049).
MBB-BK 117 B-2	R.010 (previously LBA TC No. 3049).
MBB-BK 117 C-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-2 helicopters (marketed under the EC145 designation.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-2 helicopters (marketed under the EC145 T2 and H145 designations.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-3 helicopters (marketed under the H145 designation.)	R.010 (previously LBA TC No. 3049).

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

State of Design ADs can be obtained directly from the EASA website at:

<http://ad.easa.europa.eu/>

3. This AD Schedule includes Luftfahrt Bundesamt (LBA) and Federal Aviation Administration (FAA) ADs mandated by EASA.
4. Links to NAA websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](#)
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk. *

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DCA/MBB117/1 Cargo Hook - Modification

- Applicability:** All model MBB-BK117 aircraft fitted with a cargo hook release mechanism P/N S1609-1-117A.
- Requirement:** To prevent inadvertent release of the cargo hook load under certain flight conditions accomplish the instructions in MBB Helicopters Service Bulletin No. SB-MBB-BK117-80-4, revision 1, dated 27 November 1984.
(LBA AD 1984-177/2 refers)
- Compliance:** Before further use of the cargo hook, or by 26 July 2007 whichever is the later, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/2 Main Transmission Assembly – Inspection

- Applicability:** All model MBB-BK117 aircraft fitted with main transmission assembly P/N 117-12005-01.
- Requirement:** To prevent the free wheel unit from being damaged due to the possibility of locating pin P/N 117-12037-01 being incorrectly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-2, dated 15 July 1985.
(LBA AD 1985-208 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/3 Cancelled by LBA AD 1986-001/2

- Effective Date:** 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

- Applicability:** All model MBB-BK117 aircraft, S/N all through 7121.
- Requirement:** To prevent failure of the tail rotor gearbox attachment screws due to the possibility of suspect screws being fitted, replace the two screws with bolts per the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-4, dated 27 March 1986.
(LBA AD 1986-149 refers)
- Compliance:** By 31 May 2007, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/5 Fire Extinguishing System – Inspection

- Applicability:** All model MBB-BK117 aircraft fitted with a fire extinguishing system P/N 117-75201-01.
- Requirement:** To prevent failure of the fire extinguishing system due to the possibility of the ball rod retainer fitted to the check tee valve P/N 35200100 not being correctly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-70-100, dated 11 August 1986.
(LBA AD 1986-190 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/MBB117/6 Main Rotor Blade Bolts – Inspection

Applicability: All model MBB-BK117 aircraft.

Requirement: To prevent failure of the main rotor blade secondary attachment bolts due to the possibility of cracks at the junction of the bolt head and the shank, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-101, revision 1, dated 26 May 1987, or later approved revisions.
(LBA AD 1987-106/2 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/7 Electrostatic Dischargers & Electrical Bonding – Inspection

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To improve the discharge of electrostatic energy between numerous aircraft components and to also ensure that the aircraft landing gear is correctly bonded, accomplish the following:

1. Install and/or rework electrostatic dischargers and electrical bonding per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-105, dated 23 May 1990, or later approved revisions.
2. Replace or rework bonding jumpers per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-104, dated 11 August 1989, or later approved revisions.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/8 Fuel System – Inspection

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To prevent loss of fuel supply to the aircraft engine due to the possibility of the fuel vents being completely or partially blocked which may result in engine failure, and also to prevent the risk of flammable fuel/air mixture developing in the fuel vent system due to warm fuel flowing through the fuel return line into the fuel vent system, accomplish the following:

1. Inspect and clear the fuel vent holes per the instructions in paragraph 2 of MBB Helicopters Service Bulletin No. SB-MBB-BK117-60-108, dated 22 December 1989.
2. Remove the fuel return lines per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-60-107, dated 12 December 1989.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/9 Cancelled – EASA AD 2017-0193 refers

Effective Date: 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7250 and 7500 through to 7509.

Requirement: To prevent failure of the bevel gear P/N 117-12215-01 the life limit has been changed to 18500 hours TIS.

Accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-113, revision 1, dated 17 December 1997.
(LBA AD 1997-350 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers

Effective Date: 9 October 2012

DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7253 and 7500 through to 7523.

Note: For aircraft S/N 7001 through to 7201 the accomplishment of ASB-MBB-BK 117-20-104 is required prior to the accomplishment of this AD.

Requirement: To prevent the transmission and engine cowlings doors opening during flight, accomplish the instructions in paragraph 2 of Eurocopter Service Bulletin No. SB-MBB-BK117-20-109, revision 2, dated 30 April 1999.
(LBA AD 1999-302 refers)

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers

Effective Date: 24 April 2008

DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers

Effective Date: 14 September 2007

DCA/MBB117/15 Fire Protection System – Rework

Applicability: Model MBB-BK 117C-2 aircraft, S/N 9004 through to 9104, 9106, 9107 and 9111, fitted with fire extinguishing system B262K1002-801, B262K1003-801 or B262K1004-801.

Requirement: To prevent inadvertent operation of the fire protection system due to the possibility of injection tubes becoming disconnected, replace the affected clamps in accordance with the instructions in Eurocopter Deutschland Alert Service Bulletin No. MBB BK117 C-2-26A-001 dated 22 January 2007.
(EASA AD 2007-0121 refers)

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

Effective Date: 31 May 2007

DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection

Applicability: Model MBB-BK 117C-2 aircraft, all S/N fitted with Tail Rotor Control Lever P/N B642M1009103.

Note 1: This AD supersedes DCA/MBB117/14 and introduces a terminating action to the repetitive inspection requirements.

Requirement: To prevent separation of the dynamic weights on the tail rotor, which could result in severe vibration and affect aircraft control, accomplish the following:

1. Visually inspect the control lever per the instructions in section 3.A of Eurocopter Deutschland Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 revision 01 or revision 02.

If score marks, notching, scratching, cracks or similar damage is detected, replace the affected control lever, before further flight.

2. Replace all tail rotor control levers P/N B642M1009103 and weights P/N B642M1011202 per the instructions in section 3.B of ASB MBB BK117 C-2-64A-002 revision 02.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Tail Rotor Control Levers P/N B642M1009103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0237 refers)

Compliance: 1. For helicopters that have not been previously inspected per DCA/MBB117/14:

Before further flight and thereafter at intervals not to exceed 8 hours TIS.

For helicopters that have been previously inspected per DCA/MBB117/14:

Within the next 8 hours TIS or within 25 hours TIS since the last inspection as required by DCA/MBB117/14, whichever occurs sooner, and thereafter at intervals not to exceed 8 hours TIS.

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment

Applicability: All MBB-BK 117 C-1 and MBB-BK 117 C-2 helicopters, all S/N except those helicopters embodied with Turboméca Modification TU358 on both engines.

Note 1: This AD revised to expand the AD applicability to include MBB-BK 117 C-1 aircraft with no change to the AD requirement.

Requirement: To prevent a loss of engine power at high altitude, accomplish the requirements in EASA AD 2008-0061.

Note 2: Eurocopter Deutschland ASB No. ASB-MBB-BK117-60-121 revision 4 or ASB No. MBB BK117 C-2-71A-003 revision 3, as applicable, both dated 11 December 2007 or later EASA approved revisions pertains to the subject of this AD.
(EASA AD 2008-0061 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0061.

Effective Date: DCA/MBB117/17 - 24 April 2008
DCA/MBB117/17A - 27 September 2012

DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers**Effective Date:** 29 April 2010**DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment****Applicability:** Model MBB-BK 117 C-2 aircraft, S/N 9004 through to 9230**Requirement:** To prevent take-off with a locked cyclic stick which could result in loss of aircraft control accomplish the following:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. MBB BK 117C-2-67A-008, dated 14 April 2008 or later approved revisions.
2. Amend the AFM by inserting the following note into the AFM:

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

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

Compliance: 1. & 2. By 15 September 2008.**Effective Date:** 31 July 2008**DCA/MBB117/20 Cancelled – DCA/MBB117/21 refers****Effective Date:** 22 July 2009**DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers****Effective Date:** 24 June 2010**DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection****Applicability:** Model MBB-BK 117 C-2 aircraft, all S/N.**Requirement:** To prevent failure of the long tail rotor drive shaft due to the possible erroneous installation of blind rivets instead of solid rivets which can result in loss of tail rotor drive, accomplish the following:

1. Inspect the aircraft log books or the long tail rotor drive shaft and determine if any blind rivets are fitted to the tail rotor drive shaft per the instructions in Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.
If any blind rivets are found fitted to the long tail rotor drive shaft, accomplish requirement 2 of this AD. If no blind rivets are fitted to the long tail rotor drive shaft then no further AD action is required.
2. Replace the affected tail rotor drive shaft with a serviceable part per the instructions in ASB MBB BK 117 C-2-65A-003.
3. Do not repair any long tail rotor drive shafts per the instructions in Eurocopter Deutschland ECD MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3, and do not install any long tail rotor drive shafts that have been repaired per the instructions in the MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.
(EASA AD 2009-0119 refers)

Compliance:

1. Within the next 100 hours TIS.
2. Within the next 100 hours TIS after accomplishment of requirement 1 of this AD.
3. From 30 July 2009.

Effective Date: 30 July 2009

DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection**Applicability:** Model MBB-BK 117 C-2 aircraft, all S/N**Requirement:** To prevent the bellcrank bearing movement due to possible incorrect staking which could cause interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, and result in reduced helicopter control, accomplish the following:

1. Inspect affected bearings for correct attachment and modify affected bellcrank assemblies per the instructions in Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 revision 1, dated 23 February 2010 or later EASA approved revisions. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.
2. Inspect the bellcrank levers per the instructions in ASB MBB BK117 C-2-67A-011. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.
3. Bellcranks or bellcrank assemblies held as spares delivered before 17 February 2010 shall not be fitted to any aircraft unless the inspection per the instructions in ASB MBB BK117 C-2-67A-011 has been accomplished. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before installation on an aircraft.

Note: The installation of replacement parts per the requirements of this AD and ASB MBB BK117 C-2-67A-011 is not a terminating action to the repetitive inspections specified in requirement 2 of this AD.
(EASA AD 2010-0045 2nd Correction refers)**Compliance:**

1. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner.
2. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS.
3. Within 100 hours TIS but not before accumulating 50 hours TIS after installation.

Effective Date: 29 April 2010**DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers****Effective Date:** 7 April 2017**DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection****Applicability:** Model MBB-BK117 C-2 aircraft, all S/N fitted with an Intermediate Gearbox (IGB) bevel gear P/N 4639 310 065.**Note:** This AD revised editorially to clarify the applicability with no change to the AD requirement.**Requirement:** To prevent failure of the Intermediate Gearbox (IGB) bevel gear which can result in loss of aircraft control, accomplish the following:

1. Determine the S/N of the bevel gear P/N 4639 310 065 fitted in the aircraft IGB per Eurocopter Deutschland ASB MBB BK117 C-2-04A-005 revision 02, dated 28 April 2010 or later EASA approved revisions.

If the IGB is not fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005 no further action is required.If the IGB is fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005, amend the aircraft maintenance programme with the reduced life limit per ASB MBB BK117 C-2-04A-005, and replace the affected bevel gear with a serviceable part before reaching the reduced life limit per the instructions in ECD ASB MBB BK117 C-2-04A-005.

If the IGB is fitted with an affected bevel gear which has already exceeded the reduced life limit, replace the affected bevel gear with a serviceable part per ASB MBB BK117 C-2-04A-005 before further flight.

2. A bevel gear P/N 4639 310 065 with an affected S/N listed in table 1 of ECD ASB MBB BK117 C-2-04A-005 shall not be fitted to any aircraft unless the requirements of this AD have been accomplished.
(EASA AD 2010-0096 refers)

Compliance:

1. By 26 September 2010.
2. From 26 August 2010.

Effective Date: DCA/MBB117/25 - 24 June 2010
DCA/MBB117/25A - 26 August 2010

DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/MBB117/26. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

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

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

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB MBB BK117 C-2-31A-041, or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD.

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB MBB BK117 C-2-31A-041 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

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

Note 3: Eurocopter Deutschland GmbH (ECD) ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2010-0207R1 refers)

Compliance:

1. By 23 October 2010 (ten days after the effective date of DCA/MBB117/26).
2. By 13 December 2010 (two months after the effective date of DCA/MBB117/26).
3. From 13 October 2010 (the effective date of DCA/MBB117/26).

Effective Date: DCA/MBB117/26 - 13 October 2010
DCA/MBB117/26A - 30 June 2011

DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers

Effective Date: 29 September 2011

DCA/MBB117/28 Main Rotor Controls – Inspection

Applicability: Model MBB-BK 117 C-2 helicopters, all S/N.

Requirement: To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

1. Revise the AFM and introduce the following text into section 5.1.9 Performance of the AFM.

"For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the 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 not embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI “no MOD”, or P/N 51530-021EI “MOD A”, or P/N 51530-021EI “MOD B” is found installed on the aircraft, replace affected GCU with a serviceable part.

2. For helicopters embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

Review the aircraft records or inspect the aircraft and determine the P/N and modification status of every GCU installed on the aircraft per the instructions in ECD Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-010 revision 1, dated 01 July 2011 or later approved revisions.

If a GCU P/N 51530-021EI "no MOD", or P/N 51530-021EI "MOD A", or P/N 51530-021EI "MOD B" is found installed on the aircraft, replace affected GCU with a serviceable part.

3. Affected GCU P/N 51530-021EI "no MOD", or P/N 51530-021EI "MOD A", or P/N 51530-021EI "MOD B" shall not be installed on any aircraft.
(EASA AD 2011-0149R1 refers)

- Compliance:**
1. Within the next 300 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 February 2012 whichever occurs sooner, unless previously accomplished.
 2. Within the next 500 hours TIS after 25 August 2011 (the effective date of DCA/MBB117/32), or by 25 December 2012 whichever occurs sooner, unless previously accomplished.
 3. From 25 August 2011 (the effective date of DCA/MBB117/32).

Effective Date: DCA/MBB117/32 - 25 August 2011
DCA/MBB117/32A - 27 October 2011

DCA/MBB117/33 Starter/Generator Relays – AFM Amendment and Modification

Applicability: Model MBB-BK117 C-2 aircraft, S/N 9004 through to 9500.

Note: This AD supersedes DCA/MBB117/29 to introduce another AFM amendment and a terminating modification.

- Requirement:** To prevent generator failure which could result in loss of electrical power and electrical systems required for safe flight, accomplish the following:
1. Amend the AFM by inserting the applicable pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-24A-008 dated 20 December 2010 or later EASA approved revisions into the AFM and inform the flight crew.
 2. Amend the AFM by removing the pages introduced by requirement 1 of this AD, and insert the pages provided in ECD MBB BK117 C-2 RFM TR 11 dated 09 August 2011, or later EASA approved revisions into the AFM and inform the flight crew.
 3. Modify the aircraft per the instructions in ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011 or later EASA approved revisions.
 4. An after-junction box shall not be fitted to any aircraft, unless the after-junction box has been modified per the requirements in this AD.
(EASA AD 2011-0162 refers)

- Compliance:**
1. Before further flight unless previously accomplished.
 2. Within the next 25 hours TIS or by 6 October 2011 whichever occurs sooner.
 3. By 6 January 2012.
 4. From 6 September 2011.

Effective Date: 6 September 2011

DCA/MBB117/34 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/MBB117/35 Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Requirement: To prevent loss of electrical generating power due to possible overvoltage in the electrical power system which can result in damage to electronic equipment required for the continuation of safe flight, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine if a P/N 51530-001EI GCU is installed on the helicopter.

If a P/N 51530-001EI GCU is found fitted, amend the AFM and introduce MBB BK117 C-2 AFM revision 15 or higher and accomplish a visual inspection of the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006.

If damage is found or suspected to be present, replace the wire terminal per the instructions in section 3.F of ASB C-2-24A-006 before further flight.

2. Replace affected GCU P/N 51530-001EI with a GCU with P/N 51530-021EI “MOD C” or higher.
3. An affected GCU P/N 51530-001EI shall not be fitted to any aircraft.

Note 1: The replacement of the wire terminal is not a terminating action for the repetitive inspections mandated by requirement 1 of this AD. The installation of a GCU P/N 51530-021EI “MOD C” or higher is a terminating action to the repetitive inspections mandated by this AD.

Note 2: ECD ASB MBB-BK117 C-2-24A-006 revision 3, dated 6 July 2011 and later approved revisions is acceptable to comply with the requirements of this AD. (EASA AD 2011-0208 refers)

Compliance:

1. Within the next 50 hours TIS and thereafter inspect the grounding connection on the starter/generator and measure the resistance between the starter/generator and the voltage regulator per the instructions in section 3.E of ECD ASB MBB-BK117 C-2-24A-006 every time the starter/generator is removed and/or the wiring is disconnected from the starter/generator.
2. By 8 March 2012.
3. From 8 December 2011.

Effective Date: 8 December 2011

DCA/MBB117/36 Tail Rotor Pitch Links – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1 and MBB-BK117 C-2 helicopters fitted with tail rotor pitch links P/N 117-31821, 117-31822 or B642M1018101 with a S/N listed in appendix 1 of Able Engineering & Component Services (Able) ASB No. 2012-001 revision IR, dated 7 March 2012.

Requirement: To prevent failure of the tail rotor pitch link due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in FAA AD 2012-13-11. (FAA AD 2012-13-11 refers)

Compliance: Before further flight for pitch links installed within the last 10 hours TIS. Within the next 10 hours TIS for all other affected pitch links.

Effective Date: 7 August 2012

DCA/MBB117/37 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

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

EASA AD No:	Eurocopter Service Information:	Subject:	AD Requirement:
2010-0049	ASB-MBB-BK117-40-113 dated 22 December 2008	Rotors Flight Control – Cyclic-Stick Locking Device – Modification	Installation of a cyclic stick locking/centering device
2011-0214	ASB-MBB-BK117-90-122 dated 10 October 2011	Electrical Power – Generator Control Unit – Identification and Replacement	Replace the GCU with P/N 51530-001EI

Note 1: Each part of this AD (each individual EASA AD) shall be certified in the aircraft log book separately.

Note 2: Manufacturer service information at a later approved revisions are acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 27 September 2012

DCA/MBB117/38 Vertical Fin – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent vertical fin failure, accomplish the requirements in LBA AD D-1997-144R4.

Note: Eurocopter Deutschland ASB-MBB-BK 117-30-106 revision 5, dated 4 October 2005 or later EASA approved revisions pertains to the subject of this AD. (LBA AD D-1997-144R4 refers)

Compliance: At the compliance times specified in of LBA AD D-1997-144R4.

Effective Date: 27 September 2012

DCA/MBB117/39 Main Rotor System – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent main rotor system failure, accomplish the requirements in LBA AD D-2005-115.

Note: Eurocopter Deutschland ASB-MBB-BK117-10-125 dated 14 February 2005 or later EASA approved revisions pertains to the subject of this AD. (LBA AD D-2005-115 refers)

Compliance: At the compliance times specified in of LBA AD D-2005-115.

Effective Date: 27 September 2012

DCA/MBB117/40 Tail Rotor – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2008-0206.

Note: Eurocopter Deutschland GmbH BK117 ASB No. ASB-MBB-BK117-30-113 dated 23 September 2008 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2008-0206 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0206.

Effective Date: 27 September 2012

DCA/MBB117/41 Main Rotor Blades – Inspection

Applicability: Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N fitted with main rotor blades listed in Eurocopter Deutschland GmbH (ECD) ASB-MBB-BK117-10-108 revision 4.

Requirement: To prevent tail rotor failure, accomplish the requirements in EASA AD 2009-0199.

Note: Eurocopter Deutschland GmbH ASB-MBB-BK117-10-108 revision 4 dated 17 August 2009 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2009-0199 refers)

Compliance: At the compliance times specified in of EASA AD 2009-0199.

Effective Date: 27 September 2012

DCA/MBB117/42 External Rescue Hoist – Deactivation and Modification

Applicability: Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N.

Requirement: To prevent failure of the external rescue hoist, accomplish the requirements in EASA AD 2011-0148R1.

Note: ECD ASB MBB-BK117-80-166 revision 1, dated 04 August 2011 or later EASA approved revisions pertains to the subject of this AD. (EASA AD 2011-0148R1 refers)

Compliance: At the compliance times specified in of EASA AD 2011-0148R1.

Effective Date: 27 September 2012

DCA/MBB117/43 Cancelled – EASA AD 2013-0159 refers

Effective Date: 5 August 2013

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

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

2012-0196 Cancelled – EASA AD 2013-0135 refers

Effective Date: 16 July 2013

2012-0216 Autopilot – Dispatch Restriction

Applicability: MBB-BK 117 C-2 helicopters, all serial numbers.

Effective Date: 22 October 2012

2012-0263 Cancelled – EASA AD 2013-0189 refers

Effective Date: 2 September 2013

2013-0135 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: 16 July 2013

2013-0154 N2 Control Arm – Inspection and Modification

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1 and C-2 helicopters, all serial numbers.

Effective Date: 5 August 2013

2013-0159 Cancelled – EASA AD 2017-0174 refers

Effective Date: 28 September 2017

2013-0176 Flight System Actuators – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0182 Lateral and Longitudinal Trim Actuator – Inspection

Applicability: MBB-BK117 C-2, helicopters, all serial numbers, with at least one of the following Duplex Trim Actuator Part Numbers (P/N) installed:

Duplex Trim Actuator lateral P/N 418-00878-050 or P/N 418-00878-051, and/or
Duplex Trim Actuator longitudinal P/N 418-00878-000 or P/N 418-00878-001.

Effective Date: 26 August 2013

2013-0189 Flight Control Display System Wire Harness - Modification

Applicability: MBB-BK117 C-2 helicopters equipped with dual pilot instruments, and equipped with optional equipment "Night Vision Imaging System (NVIS)/Night Vision Goggles (NVG)", or with "Special Cockpit Lighting" (NVG friendly), S/N 9004 to 9500 inclusive, except S/N 9418, 9432, 9435, 9445, 9448, 9454, 9460, 9465 and 9476.

Effective Date: 2 September 2013

2014-0046-E Cancelled – EASA AD 2014-0057 refers

Effective Date: 7 March 2014

2014-0057 Cancelled – EASA AD 2015-0019R1 refers

Effective Date: 13 February 2015

2014-0126 Automatic Flight Control System Wiring – Modification and AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N up to 9675 inclusive, if equipped with optional Automatic Flight Control System (AFCS).

Effective Date: 29 May 2014

2014-0180R1 Cancelled – EASA AD 2015-0166 refers

Effective Date: 25 August 2015

2014-0188R4 Emergency Flotation System – AFM Supplement

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all S/N, fitted with Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching provision from the helicopter Manufacturer or by a Supplemental Type Certificate (STC).

Effective Date: EASA AD 2014-0188R1 – 7 November 2014
EASA AD 2014-0188R2 – 25 March 2015
EASA AD 2014-0188R3 – 22 July 2015
EASA AD 2014-0188R4 – 22 July 2015

2014-0211 Hoist Control Pendant Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers, when equipped with optional equipment external mounted hoist system.

Effective Date: 22 September 2014

2015-0019R1 External Rescue Hoist System – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N if fitted with a Goodrich external mounted hoist.

Effective Date: 2015-0019-E - 7 February 2015
2015-0019R1 - 13 February 2015

2015-0044 Electrical Terminals – Inspection

Applicability: MBB-BK117 C-2 helicopters, serial numbers as listed in Appendix 1 of this AD.

Effective Date: 27 March 2015

2015-0045 Cancelled – EASA AD 2016-0002 refers

Effective Date: 18 January 2016

2015-0098 Starter-generator/Voltage Regulator Grounding – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers.

Effective Date: 16 June 2015

2015-0144 Collective Lever Wiring Harness – Inspection

Applicability: MBB-BK117 C-2 helicopters, all serial numbers up to 9708 inclusive.

Effective Date: 4 August 2015

2015-0163R1 Doors Jettison System - Removal

Applicability: MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.

Effective Date: EASA AD 2015-0163 - 20 August 2015
EASA AD 2015-0163R1 - 27 April 2016

2015-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0198 Cancelled – EASA AD 2019-030 refers

Effective Date: 28 February 2019

2015-0210R2 Cancelled – EASA AD 2017-0047 refers

Effective Date: 27 March 2017

2016-0001 Air Conditioning Air Inlet Cover Ring – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0002 Main Rotor Blade Vibration Absorber – Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 18 January 2016

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0134 Tail Rotor Gearbox Housing - Inspection

Applicability: MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: 22 July 2016

2016-0142R1 Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers.

Effective Date: EASA AD 2016-0142 - 2 August 2016
EASA AD 2016-0142R1 - 26 April 2018

2017-0026 Overhead Panel Shock Mounts - Inspection

Applicability: MBB-BK 117 C-2, MBB-BK117 C-2e, MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 28 February 2017

2017-0037 Rotor Mast Nut and Helical Gear Support - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0038 Cable Cut Flip Guard - Inspection

Applicability: MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 8 March 2017

2017-0047 Module Plate Assembly - Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 C-2e, MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers.

Effective Date: 27 March 2017

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

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 7 April 2017

2017-0094 Trim Actuators – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N up to 20126 inclusive, excluding S/N 20109, 20119 and 20124.

Effective Date: 29 June 2017

2017-0146 Cancelled – EASA AD 2018-0230 refers

Effective Date: 6 November 2018

2017-0174 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0177 Outboard Load System – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N except C-2e variant, and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 28 September 2017

2017-0193 Main Rotor Mast – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 26 October 2017

2017-0238 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0046 Tail Gearbox – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1 and MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 5 March 2018

2018-0061 Blade Thimbles - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 27 March 2018

2011-0168R1 Instrument Lighting Display Brightness - Inspection

Applicability: MBB-BK117 C-2 helicopters, S/N 9004 through to 9450 inclusive, if fitted with an optional NVG system with a secured toggle switch P/N 845UN01F4AD0A (and associated wiring changes), either installed during production, or in-service in accordance with ECD Service Bulletin (SB) MBB-BK117 C-2-33-006 original issue or revision 1.

Effective Date: 26 April 2018

2018-0163 Cancelled – EASA AD 2021-0116 refers

Effective Date: 10 May 2021

2018-0225-E Hook Mount Assembly - Inspection

Applicability: MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 22 October 2018

2018-0230 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0283 Cancelled – EASA AD 2020-0257 refers

Effective Date: 1 December 2020

2019-0030 Cancelled – EASA AD 2019-0275 refers

Effective Date: 21 November 2019

2019-0198 Flight Controls Wiring Harness - Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 31 August 2019

2019-0208 Aircraft Management Computer – Software Modification

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 29 August 2019

FAA AD 2019-10-51 FAA STC SR00592DE – Inspection

Applicability: MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 19 September 2019

2019-0258 Tail Rotor Drive Titanium Bolts – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 1 November 2019

2019-0275 Engine Mount Bushings – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 21 November 2019

2019-0305R1 Cabin Wiring Harness – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters SB MBB-BK117 D-2-25-022, original issue dated 30 June 2021, or later EASA approved revision.

Effective Date: 29 July 2021

2019-0313 Cancelled – EASA AD 2022-0086 refers

Effective Date: 27 May 2022

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1, C-2 and D-2 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0084 Collective Lever Switch Unit – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 17 April 2020

2020-0246 Lateral Control Rod Wiring – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20334 inclusive, except S/N 20274, 20281, 20284, 20286, 20320, 20322, 20327, 20328, 20331 and 20332.

Effective Date: 26 November 2020

2020-0257 Main Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 1 December 2020

2021-0074 Collective Bellcrank – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 29 March 2021

2021-0116 Co-pilot Collective Lever Wire Harness - Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20340.

Effective Date: 10 May 2021

2021-0122 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 27 May 2021

2021-0160 Main Rotor Flex Control Unit Bearing Pin – Inspection

Applicability: MBB-BK117 D-3 helicopters, all S/N, including MBB-BK117 D-2 helicopters that have been converted into MBB-BK117 D-3 with the embodiment of Airbus Helicopters SB MBB-BK117 D-2-00-003.

Effective Date: 29 July 2021

2021-0231 Emergency Flashlight – Replacement

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 29 October 2021

2021-0287 (Correction) Seat Belt Restraint System – Inspection

Applicability: MBB-BK117 C-2, D-2 and D-3 helicopters, all S/N embodied with EASA STC 10038915 or STC 10055175.

Note: This AD re-issued to correct a STC number. Refer EASA STC 10038915 in the applicability.

Effective Date: EASA AD 2021-0287 - 27 January 2022
EASA AD 2021-0287 (Correction) - 24 February 2022

2021-0289-E Aircraft Flight Manual - Amendment

Applicability: MBB-BK117 C-2, D-2, D3 and D-3m helicopters, all S/N.

Effective Date: 27 December 2021

2021-0290 (Correction) Airworthiness Limitations - Amendment

Applicability: MBB-BK117 D3 and D-3m helicopters, all S/N.

Effective Date: EASA AD 2021-0290 (Correction) - 27 January 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: MBB-BK 117 D-2, MBB-BK 117 D-3, MBB-BK 117 D-3m and MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0086 Tail Rotor Actuator - Inspection

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 27 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled - EASA AD 2022-0168 refers

Effective Date: 31 August 2022

*** 2022-0168R2 Integrated Modular Avionics, Ethernet Network - Inspection**

Applicability: MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, 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

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 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:** 30 January 2025**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

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland EC 135 Series

30 October 2025

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

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

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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:

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

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

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

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

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

Applicability: Model EC 135 series

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

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

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

(LBA AD 1999-185/3 refers)

Compliance: Initial Inspection:

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

Following the initial inspections, accomplish either:-

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

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

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

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

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

1. Inspect the bearing attachment flange for cracks. Replace the bearing attachment flange before further flight, if any cracks are found.
2. Install additional bearing support bracket.

(LBA AD 1999-199/3 refers)

Compliance:

1. Before further flight and thereafter at intervals not to exceed 15 hours TIS until modified, and then inspect (visual inspection only) at intervals not to exceed 50 hours TIS.
2. By 14 October 1999.

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

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

Applicability: Model EC 135 series

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

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

(LBA AD 1999-264 refers)

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

Effective Date: 30 July 1999

DCA/EC135/5 Air Conditioning System - Modification

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

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

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

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

(LBA AD 2000-270 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 10 August 2000

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

Applicability: Model EC 135 series

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

1. Inspect, mark, exchange and observe life limitation limits of the LH and RH torque struts per ASB ECD 135-63A-002 Revision 4.
2. Brief all pilots:-
During flight if a thump-like sound occurs followed by an unusual vibration (similar to faulty Aris);
 - continue flight with reduced power
 - land at the nearest suitable airfield.

(LBA AD 2001-107/3 refers)

Compliance:

1. At the times specified in ASB ECD 135-63A-002 Revision 4.
2. Before the next flight.

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

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

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

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

(LBA AD 2001-306 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 29 November 2001

DCA/EC135/8 Automatic Engine Control – Software Improvement

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

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

(LBA AD 2001-304 refers)

Compliance: By 28 February 2002

Effective Date: 29 November 2001

DCA/EC135/9 Cancelled – Purpose Fulfilled

Effective Date: 28 August 2003

DCA/EC135/10 FADEC Fail – AFM Revision

Applicability: Model EC135 T1

Requirement: To maintain automatic engine control in the event of possibly spurious FADEC FAIL caution indications, comply with Eurocopter Deutschland ASB No. EC135-71A-024. This ASB requires the insertion of pages into the AFM.
(LBA AD 2002-333 refers)

Compliance: Within 50 hours TIS.

Effective Date: 28 August 2003

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

Effective Date: 22 January 2010

DCA/EC135/12 Emergency Flotation System - Modification

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

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

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

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

(LBA AD D-2005-414 refers)

Compliance: By 23 March 2006.

Effective Date: 23 February 2006

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

Effective Date: 25 April 2017

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

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

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

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

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

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

(EASA AD 2007-0021-E refers)

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

Effective Date: 9 February 2007

DCA/EC135/15 Direct Current Power Distribution – Modification

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

Requirement: To prevent energy sources interfering with each other due to the possibility of power lines being routed too close to each other and too close to signal lines, modify and separate the direct-current (DC) power supply lines per the instructions in Eurocopter Deutschland EC135 Alert Service Bulletin (ASB) No. EC135-24A-013.
(EASA AD 2007-0165 refers)

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

Effective Date: 28 June 2007

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

Effective Date: 31 January 2008

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

Effective Date: 24 April 2008

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

Effective Date: 25 November 2010

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

Effective Date: 26 June 2008

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

Effective Date: 28 May 2009

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

Effective Date: 29 April 2010

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

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

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

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

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

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

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

Effective Date: 31 July 2008

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

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

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

1. Inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of Eurocopter ASB No. EC135-63A-013 revision 02 or later approved revisions.
2. For aircraft which have previously been modified per Eurocopter ASB No. EC135-63A-013 original issue or revision 01, inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of ASB No. EC135-63A-013 revision 02.
3. A main rotor gearbox shall not be fitted to any aircraft unless the instructions in section 3.B of ASB No. EC135-63A-013 revision 02 has been accomplished.

(EASA AD 2008-0175-E refers)

Compliance:

1. Within 3 flight cycles after detecting any unusual vibration during main rotor startup, or within 3 flight cycles after detecting any unusual vibration at the end of the main rotor rundown, or within the next 50 hours TIS, or by 31 March 2009, whichever occurs sooner.
2. Within the next 400 hours TIS.
3. From 20 September 2008.

Effective Date: 20 September 2008

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

Effective Date: 27 March 2009

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

Effective Date: 23 December 2010

DCA/EC135/26A Main Gearbox – Inspection

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

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

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

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

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

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

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

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

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

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

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

Compliance:

1. Within the next 100 hours TIS, unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
2. Not before 100 hours TIS after the aircraft has been modified per ECD SB EC135-63-011, or within the next 100 hours TIS for aircraft that have already been modified per ECD SB EC135-63-011 unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
3. Not before 90 hours TIS after the first oil change, or within the next 100 hours TIS, whichever occurs later unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
4. From 28 May 2009 (the effective date of DCA/EC135/26).
5. Before further flight unless previously accomplished.

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0272 refers)

Compliance:

- Before further flight unless previously accomplished and until requirement 3 of this AD is accomplished.
- Before further flight and thereafter at every preflight inspection until requirement 3 of this AD is accomplished.
- 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. For single engine fire extinguishing systems P/N L262M1808101, P/N L262M1812101 and P/N L262M1812102:

By 29 June 2012.

For dual engine fire extinguishing system P/N L262M1813102:

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

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

2012-0085R6 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

*** 2022-0168R2 Integrated Modular Avionics, Ethernet Network - Inspection**

Applicability: EC135 P3H and EC135 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

2023-0066 Hoist Boom Assembly - Inspection

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

Effective Date: 7 April 2023

2023-0197 Tail Rotor Drive - Inspection

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

Effective Date: 30 November 2023

2024-0028R1 Tail Rotor Blades - Inspection

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

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

2024-0249 Warning Unit Emergency Off Switches – Operational Check

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

Effective Date: 30 January 2025

2025-0051R1 Hoist – Replacement

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

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

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

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

2025-0055 Rescue Hoist Cable Drum – Inspection

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

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

Effective Date: 27 March 2025

2025-0108 Yaw Control System Ball Bearing – Inspection

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

Effective Date: 29 May 2025

2025-0113 Tail Rotor Blades – Inspection

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

Effective Date: 29 May 2025

2025-0174R1 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

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 155 and AS 365 / SA 365 Series

30 October 2025

- 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 *

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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 Tail Rotor Actuator - Inspection

Applicability: SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all S/N.

Effective Date: 25 May 2023

*** 2024-0110 Cancelled – EASA AD 2025-0239 refers**

Effective Date: 10 November 2025

2024-0173 Jettisonable Windows, Sliding Doors and Fixed Panels - Modification

Applicability: EC 155 B and EC 155 B1 helicopters, all S/N.

Effective Date: 26 September 2024

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

Airworthiness Directive Schedule

Aeroplanes

Beechcraft 200 Series (Super King Air)

30 October 2025

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- Notes**
1. This AD schedule is applicable to Beechcraft 200, 200C, B200, B200C and B200GT aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A24CE.
 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 aircraft.

State of Design ADs can be obtained directly from the FAA website at:
[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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DCA/B200/1 Flight Control System Rigging – Inspection and Rework

Applicability: Model B200 aircraft, S/N BB-1827 through to BB-1912.

Model B200C aircraft, S/N BL-148 and BL-149.

Requirement: To detect and correct improperly assembled or damaged flight controls which could result in reduced capabilities of the flight controls and lead to loss of aircraft control, inspect the entire flight control system for improper assembly and damage, per the instructions in Raytheon Aircraft Company Mandatory Service Bulletin (MSB) No.SB 27-3761, revision 1.

Repair all improperly assembled or damaged flight controls per MSB No.SB 27-3761, before further flight.

(FAA AD 2007-12-06 refers)

Compliance: Within the next 100 hours TIS or next annual inspection, whichever occurs sooner, unless already accomplished.

Effective Date: 29 November 2007

DCA/B200/2 Cancelled – DCA/B200/11 refers

Effective Date: 24 February 2010

DCA/B200/3A Airworthiness Directive Compliance

Applicability: All model 200, 200C, B200 and B200C series aircraft.

Note 1: Revision A of this AD revised to include Beech 200 and 200C series aircraft in the applicability and include those FAA ADs applicable to these aircraft.

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

1974-24-03	Strobe Light System
1975-14-03	Autopilot
1975-25-01	Generator Output Leads
1975-26-04	Fuel Transfer System
1976-03-07	Rudder Control
1976-04-02	Seat Locking Pins
1976-09-02	Bolt Hole Edge Distance
1976-12-10	Wiring Deicing
1976-22-02R1	Y Type Shoulder Harness
1977-02-07	Propeller Feathering
1977-13-07	Aileron Control System
1977-18-04	Cabin Pressurization
1979-01-01	Screws in Control System
1980-07-05	Wing Section Bolt and Nut
1980-09-03R1	Oxygen Placard
1983-07-14	One-ply Window
1987-04-24	Elevator Trim Cable System
1989-02-03	Wing Main Outboard Spars
1989-22-14	Ailerons
1990-08-17	Moisture Drain System
1991-12-10	Wing Spar Attachment
1991-12-11	Windows
1992-06-11	Erroneous Attitude Information
1992-10-12	Aft Cowling Doors
1992-15-01	Truss/Firewall Bolts
1995-13-03	Landing Gear Motor
1996-03-13	Main Landing Gear
1996-09-13	Icing Conditions

1997-01-12	GPWS Equipment
1997-06-06	Pilot and Copilot Seat
1997-23-17	Tubing Inspection
1997-25-01	Outflow/Safety Valve
1997-25-03	AFM Limitations
1998-10-05	Fire Resistant Wiring
1998-20-38R1	AFM Revision – Severe Icing Conditions
1998-21-35	MLG Actuator Clevis Assembly
1999-09-10	Landing Gear Hand Pump
1999-09-15	Flight Control Mechanism
1999-18-15	Landing Gear Emergency Hand Pumps
2001-11-03	Blower Motor Circuit Protection
2002-23-11	Balance Weight Attach Screws
2003-02-03	Operating Instructions
2003-13-16	Aft Fuselage Pressure Bulkhead
2005-01-04	Fuel Flow Interruption
2006-12-25	MLG Actuator Nut Assembly

Note 2: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

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.

Effective Date: DCA/B200/3 - 26 March 2009
DCA/B200/3A - 29 October 2009

DCA/B200/4 Cancelled – DCA/B200/9 refers

Effective Date: 29 October 2009

DCA/B200/5 Cancelled FAA AD 89-19-04R1 refers

Effective Date: 30 November 2023

DCA/B200/6 Engine Controls Cross Shaft & Pedestal – Inspection and Modification

Applicability: Model 200 and B200 aircraft, S/N BB–6 through to BB–185, BB–187 through to BB–202, BB–204 through to BB–269, BB–271 through to BB–407, BB–409 through to BB–468, BB–470 through to BB–488, BB–490 through to BB–509, BB–511 through to BB–529, BB–531 through to BB–550, BB–552 through to BB–562, BB–564 through to BB–572, BB–574 through to BB–590, BB–592 through to BB–608, BB–610 through to BB–626, BB–628 through to BB–646, BB–648 through to BB–664, BB–666 through to BB–694, BB–696 through to BB–797, BB–799 through to BB–822, BB–824 through to BB–870, BB–872 through to BB–894, BB–896 through to BB–990, BB–992 through to BB–1051, BB–1053 through to BB–1092, BB–1094, BB–1095, BB–1099 through to BB–1104, BB–1106 through to BB–1116, BB–1118 through to BB–1184, BB–1186 through to BB–1263, BB–1265 through to BB–1288, BB–1290 through to BB–1300, BB–1302 through to BB–1313, BB–1315 through to BB–1384, BB–1389 through to BB–1425, BB–1427 through to BB–1447, BB–1449, BB–1450, BB–1452, BB–1453, BB–1455, BB–1456, BB–1458 through to BB–1683, BB–1685 through to BB–1716, BB–1718 through to BB–1720, BB–1722, BB–1723, BB–1725, BB–1726, BB–1728 through to BB–1826.

Model 200C and B200C aircraft, S/N BL–1 through to BL–23, BL–25 through to BL–57, BL–61 through to BL–72, and BL–124 through to BL–147.

Requirement: To detect and correct loose pedestal cross shaft bolts, which could result in limited effectiveness of the control levers, accomplish the following:

1. Inspect the engine controls/cross shaft/pedestal for proper installation and the torque of the cross attach bolt per the instructions in part I of Raytheon Aircraft

Company MSB No. SB 73–3634, dated September 2003 and the applicable aircraft maintenance manual.

If the installation or torque is found incorrect, accomplish the corrective actions per the instructions in part I of MSB No. SB 73–3634 and the applicable aircraft maintenance manual before further flight.

2. Modify the pedestal and replace the engine controls cross shaft hardware per the instructions in part II of MSB No. SB 73–3634 and the applicable aircraft maintenance manual.

Note: The accomplishment of requirement 2 of this AD is a terminating action for the repetitive inspection and retorquing of requirement 1.

(FAA AD 2004-17-02 refers)

Compliance:

1. Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until accomplishment of requirement 2 of this AD.
2. At the next scheduled maintenance inspection or by 26 March 2010 whichever occurs later, unless previously accomplished.

Effective Date: 26 March 2009

DCA/B200/7 Nose Landing Gear Fork – Inspection and Modification

Applicability:

Model 200 and B200 aircraft, S/N BB–2 and BB–6 through to BB–1314.

Model 200C and B200C aircraft, S/N BL–1 through to BL–72, and BL–124 through to BL–131.

Model B200C (C–12F) aircraft, S/N BL–73 through to BL–112, BL–118 through to BL–123, and BP–64 through to BP–71.

Model B200C (UC–12F) aircraft, S/N BU–1 through to BU–10.

Model B200C (UC–12M) aircraft, S/N BV–1 through to BV–10.

Note 1: This AD is not applicable to aircraft embodied with Kit No. 101–8030–1S or Kit No. 114–8015–1S, as applicable.

Requirement: To prevent failure of the nose landing gear (NLG) fork due to possible cracks which could result in reduced structural integrity and inability of the NLG fork to carry design limit and ultimate loads, accomplish the following:

Inspect the NLG fork assembly for cracks using a fluorescent liquid penetrant or magnetic particle method per the instructions in part II of Raytheon Aircraft Company MSB SB 32–2102 revision 7 dated July 2003.

If any cracks are found embody Kit No. 101–8030–1S or Kit No. 114–8015–1S as applicable per part II of MSB SB 32–2102 before further flight.

Note 2: Embodying Kit No. 101–8030–1S or Kit No. 114–8015–1S as applicable, is the terminating action for the repetitive inspection requirements of this AD.

(FAA AD 2004-23-02 refers)

Compliance: Within the next 200 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 200 hours TIS until Kit No. 101–8030–1 S or Kit No. 114–8015–1 S as applicable, is embodied.

Effective Date: 26 March 2009

DCA/B200/8 Aft Fuselage Stringers – Inspection and Modification

Applicability: Model 200 and B200 aircraft, S/N BB–2 and BB–6 through to BB–1462
 Model 200C and B200C aircraft, S/N BL–1 through to BL–72 and BL–124 through to BL–138
 Model B200C (C–12F) aircraft, S/N BL–73 through to BL–112 and BL–118 through to BL–123
 Model B200C (C–12F) aircraft, S/N BP–64 through to BP–71
 Model B200C (UC–12F) aircraft, S/N BU–1 through to BU–10
 Model B200C (UC–12M) aircraft, S/N BV–1 through to BV–12

Note 1: This AD introduces the mandatory modification/repair of aircraft with known cracks in the aft fuselage stringer locations No. 5 through to No. 11. These cracks would have been detected through previous compliance with FAA AD 93–25–07 and/or Raytheon MSB SB 53–2472.

Requirement: To prevent failure of the primary structure of the fuselage which could result in loss of the aircraft control, accomplish the following:

1. For aircraft with known cracks in the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft:

Embody the applicable modification kit or kits per Raytheon MSB SB 53–2472 revision 4, dated June 1993, revised July 2003, or

Fit external doubler repairs on all the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft per the procedures in the aircraft maintenance manual.

2. For aircraft without the applicable modification kit or kits embodied and aircraft without external doubler repairs accomplished in the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft:

Inspect the aft fuselage stringers for cracks per Raytheon MSB SB 53–2472. If sealant covers the stringers, remove the sealant to accomplish the required inspections. If no cracks are found, reapply the sealant before further flight.

If any cracks are found, embody the applicable modification kit or kits per Raytheon MSB SB 53–2472 before further flight, or

Fit external doubler repairs on all the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft per the procedures in the aircraft maintenance manual before further flight.

Note 2: Embodying the applicable modification kit or kits per Raytheon MSB SB 53–2472 to all aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and righthand sides of the aircraft is a terminating action to requirement 2 of this AD.
 (FAA AD 2005-01-18 refers)

Compliance: 1. For aircraft with less than five known cracked stringers:

Within the next 25 cycles, unless previously accomplished.

For aircraft with five or more known cracked stringers:

Before further flight, unless previously accomplished.

2. At 2500 cycles or within the next 25 cycles whichever occurs later, unless previously accomplished, and thereafter at intervals not to exceed 500 cycles.

Note 3: For aircraft with unknown cycles, divide the hours TIS by 0.75 (eg. 18.75 hours TIS divided by 0.75 = 25 cycles).

Effective Date: 26 March 2009

DCA/B200/9 Wing Attachment Bolts & Nuts – Inspection and Replacement

Applicability: Model 200, 200C, B200 and B200C aircraft listed in the following table:

Aircraft Models:	Aircraft S/N:	Joints:	Instructions:
200	BB344 through to BB-983	LF, UF	P/N 98-39006
B200	BB-985 thru BB-1038	LF,UF	P/N 98-39006
B200	BB-1040 thru BB-1045 BB-1047 thru BB-1049 BB-1053 thru BB-1078 & BB-1080	LF,UF LF,UF LF,UF LF,UF	P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
200C and B200C	BL-1 thru BL-51	LF,UF	P/N 98-39006

Note 1: This AD supersedes DCA/B200/4 and includes Beech 200 aircraft in the applicability.

Note 2: This AD is not applicable to aircraft fitted with wing attachment bolts and nuts made of Inconel.

Note 3: Wing attachments on the left and right sides of the aircraft are abbreviated as:
LF=lower forward and UF=upper forward.

Requirement: To ensure the structural integrity of outer wing panels to the wing center section attachments, use the Structural Inspection and Repair Manual No. 98-39006 to accomplish the following requirements at each wing attachment specified in the table of this AD:

1. Outer Wing Panel to Wing Center Section Attachment Inspection:

Remove each steel nut and each steel tension bolt and accomplish a visual inspection and a magnetic particle inspection of the bolt and nut for cracks and corrosion in the parent steel. Replace bolts and nuts which are cracked or corroded.

With the reassembly of each joint, coat the bolt, nut and adjacent parts with MIL- C-16173 Grade 2 corrosion preventative compound.

2. Joint Tightness Inspection:

Inspect each joint for tightness and tighten bolts/nuts as required, and inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used).

(FAA AD 1985-22-05 refers)

Compliance: 1. Within 60 months after the issue of the original airworthiness certificate or by 29 December 2009 whichever is the later, and thereafter at intervals not to exceed 60 months.

2. Within the next 150 hours TIS after accomplishment of requirement 1 of this AD and thereafter at intervals not to exceed 12 months inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used).

Effective Date: 29 October 2009

DCA/B200/10 Cabin Door – Inspection and Rework

Applicability: Model 200 aircraft, S/N BB-2 through to BB-111

Requirement: To prevent the cabin door from opening in flight, accomplish the following:

1. Inspect the cabin door for correct operation and rigging in accordance with the applicable Beech Shop/Maintenance Manual. When all the items specified in Paragraph II have been complied with the requirements of this paragraph (I) are no longer applicable.

2. Accomplish the following instruction in accordance with Beechcraft Service Instruction 0818-016 or later FAA approved revisions:

Install Beech P/N 101-430124-1 and fix step door decals Beech P/N 101-430124-3 or -5 on the existing cabin door instruction plate.

Check the operation of the cabin door. Inspect the cabin door latching mechanism and warning system for proper operation and rigging in accordance with the applicable Beech Shop/Maintenance Manual.

Amend the AFM and include FAA approved Beech P/N 101-590010-3A4 AFM supplement revision dated 14 November 1975 or later FAA approved revisions. (FAA AD 1976-10-10 refers)

Compliance:

1. Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.
2. By 29 December 2010 unless previously accomplished.

Effective Date: 29 October 2009

DCA/B200/11 Pneumatic Deicing System – Placard and Tube Replacement

Applicability: Model B200 aircraft, S/N BB-1926, BB-1978 and BB-1988 through to BB-2000
Model B200GT aircraft, S/N BY-1 through to BY-26

Note 1: This AD retains the requirements in superseded DCA/B200/2 and introduces Hawker Beechcraft MSB SB 30-3889 revision 1, dated October 2010 which requires additional actions.

Requirement: To prevent the collapse of the tail deice boots pneumatic supply tubes possibly resulting in the tail deice boots failing to operate which could result in loss of aircraft control in icing conditions, accomplish the following:

1. Fabricate a placard (using at least 1/8-inch letters) with the following text and install the placard on the instrument panel within the pilot's clear view: "THIS AIRCRAFT IS PROHIBITED FROM FLIGHT IN KNOWN OR FORECAST ICING."

Note 2: 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.

2. Replace the tail deice boots pneumatic supply tubing from the rear spar at Fuselage Station (FS) 227.00 to the aft pressure bulkhead at FS 347.750 with Hytrel tubing part number P/N 131823VH10D-1210 and remove the placard on the instrument panel. Accomplish these actions per the instructions in Hawker Beechcraft MSB SB 30-3889 revision 1, dated October 2010.

If Hawker Beechcraft MSB no. SB 30-3889 issued March 2008 has already been accomplished, then a new piece of Hytrel tubing may be spliced on the existing Hytrel tubing in the aft evaporator bay area.

(FAA AD 2010-26-03 refers)

- Compliance:**
1. Before further flight in known or forecast icing conditions, or by 27 February 2011 whichever occurs sooner, unless previously accomplished.
 2. Before further flight in known or forecast icing conditions, or within the next 25 hours TIS, or by 24 May 2011 whichever occurs sooner.

Effective Date: 24 February 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

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

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

FAA AD 89-19-04R1 Wing Fuel Bay Skin Panels – Inspection

Applicability: Beech 200 and B200 aircraft, S/N BB-2 through to BB-1362); and
Beech 200C and B200C aircraft, S/N BL-1 through to BL-135); and
Beech 200CT and B200CT aircraft, S/N BN-1 through to BN-4); and
Beech 200T and B200T aircraft, S/N BT-1 through to BT-33); and
Fitted with wing fuel bay upper skin panels made with bonded (aluminum honeycomb sandwich) construction.

Note 1: Beech B200 aircraft with S/N above BB-1238, and
Beech B200C aircraft with S/N above BL-127, and
Beech B200CT aircraft with S/N above BN-4, and
Beech B200T with S/N above BT-30 were manufactured with bonded skin panels without rivets.

Note 2: Approved partial replacement skin panels are defined by Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH). Compliance with this AD is no longer required for any skin panel modified by one of these kits. These panels are bonded with Nomex honeycomb core and do not have rivets.

Effective Date: 30 November 2023

*** FAA AD 2025-20-11 Rudder Control Pushrod – Inspection**

Applicability: B200GT, S/N BY-335, BY-356, BY-443, BY-453, BY-454, and
B200CGT, S/N BZ-4 through to BZ-9.

Effective Date: 30 October 2025

Airworthiness Directive Schedule

Components & Equipment

Emergency Equipment

30 October 2025

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

Hyperlinks to NAA websites are available on the CAA website at:
[Links to state of design airworthiness directives | aviation.govt.nz](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)
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 4. New or amended ADs are shown with an asterisk *

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

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

Requirement: FAA AD 74-24-07.

Compliance: By 2 December 1974

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

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

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

Requirement: Beaufort Air-Sea Equipment Ltd SB 035.

Compliance: At next scheduled maintenance.

Effective Date: 17 August 1977

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

Applicability: All Lithium Sulphur Dioxide (LiSO₂) batteries which do not comply with TSO-C97 and are used in aircraft equipment such as emergency lighting systems, slide rafts, flashlights and ELTs. LiSO₂ batteries have been used in, but not limited to, following ELTs: Cessna Aircraft Company P/N's C-585511-0103, C-559510-0202, C-559510-0209, Leigh System's model Sharc 7 and Dorne Margolin model DM ELT 6.

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

(FAA AD 79-05-02 refers)

Compliance: By 6 May 1979.

Effective Date: 6 April 1979

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

Applicability: Walter Kidde Co. Ltd.

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

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

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

Compliance: At next life jacket overhaul.

Effective Date: 7 December 1979

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

DCA/EMY/10 Infant Life Jackets - Test

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

DCA/EMY/11 Life Jackets - Inspection

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

DCA/EMY/12 Life Jackets - Pressure Test

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

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

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

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

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

DCA/EMY/17 Portable Fire Extinguisher - Inspection

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

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

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

Requirement: To prevent used or part used extinguishers appearing as serviceable, inspect and install a new safety catch per Fire Fighting Enterprises (UK) Alert SB A26-106.
(UK CAA AD 018-10-90 refers)

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

Install a new safety catch within next 6 months.

Effective Date: 22 February 1991

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

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

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

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

Requirement: To prevent extinguisher failure due to broken trigger fit new trigger per Fire Fighting Enterprises (UK) Ltd SB 26-108.
(UK CAA AD 004-09-92 refers)

Compliance: By 30 June 1994.

Effective Date: 24 December 1993

DCA/EMY/19 Protective Breathing Equipment - Replacement

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

DCA/EMY/20 Eros Oxygen Mask Regulator - Modification

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

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

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

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

DCA/EMY/24 Portable Passenger Oxygen Masks - Replacement

Applicability: Puritan Bennett Aero Systems Co Series 174290 Constant Flow Airline Portable Oxygen Masks, P/N 174290-14, 174290-24, 174290-34, 174290-44, and 174290-54, that have a manufacturing date between September 1992 to August 1996.

Requirement: To prevent restricted oxygen flow, which, if not corrected, could cause serious injury to a passenger in need of emergency or first aid oxygen during flight, accomplish the following:-

Remove any passenger oxygen mask with the applicable P/N and manufacturing date and replace with an approved oxygen mask that incorporates a P/N not covered by this AD. Nellcor Puritan Bennett Immediate SB 174290-35-1, contains information relating to this subject.
(FAA AD 97-11-10 refers)

Compliance: By 15 August 1997.

Effective Date: 1 August 1997

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

Applicability: Cone and Seal assemblies, P/N 210543 and 210543-01, that were manufactured or repaired from August 1996 through July 1997. These Puritan-Bennett cone and seal assemblies, P/N 210543 and 210543-01, may be attached to the following P/N Puritan-Bennett sweep-on crew oxygen masks:

114321-01	114321-15	114321-16	114322-01
114322-02	114322-03	114322-05	114323-01
114622-01	114622-02	114623-01	114623-02

Requirement: To prevent failure of the ultrasonic weld on the cone and seal assembly of the oxygen mask, which could result in the crew not being able to obtain oxygen in an emergency situation, accomplish the following:-

Replace any cone and seal assembly referenced in the applicability section of this AD with an approved assembly not covered by this AD.

Puritan-Bennett Service Bulletin No. 3500-97-14, dated August 7, 1997, specifies identification and replacement of the part numbers 210543 and 210543-01 cone and seal assemblies.
(FAA AD 97-18-03 refers)

Compliance: By 3 October 1997.

Effective Date: 26 September 1997

DCA/EMY/26 Kidde Aerospace Halon Extinguishers – Inspection

Applicability: Kidde Aerospace handheld halon fire extinguishers P/N 898052 that have a S/N of V-432001 through W-389653 inclusive and date of manufacture 1995-2002.

Note: Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession. This AD does not apply to extinguishers P/N 898052 with serial numbers with a prefix other than "V" or "W".

Requirement:

1. Remove extinguishers from service in accordance with the procedures detailed in Kidde Aerospace Service Bulletin 898052-26-449.
2. Do not install any fire extinguisher to which this AD applies.
(FAA AD 2003-26-14 refers)

Compliance:

1. Before 28 February 2005.
2. After 26 February 2004.

Effective Date: 26 February 2004

DCA/EMY/27A Oxygen Reserve Cylinders – Inspection

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

DCA/EMY/28 Eros Oxygen Masks – Inspection

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

DCA/EMY/29 Life Vest – Inspection

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

DCA/EMY/30A Portable Fire Extinguishers – Identification

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

Table 1:

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

(EASA AD 2009-0251-E refers)

Compliance:

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

Effective Date:

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

DCA/EMY/31 Oxygen Cylinder Assemblies – Inspection

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

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

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

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

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

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

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

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

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

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

(FAA AD 2009-21-10 refers)

Compliance: By 17 March 2010.

Effective Date: 17 December 2009

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

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

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

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

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

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

(EASA AD 2009-0262R1 refers)

Compliance:

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

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

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

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

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

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

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

Table 1:

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

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

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

Effective Date: 28 January 2010

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

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

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

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

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

Compliance: From 28 January 2010

Effective Date: 28 January 2010

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

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

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

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

1. Review the aircraft records or inspect the fire extinguishers installed or carried/stowed onboard the aircraft, and determine the fire extinguisher P/N and S/N per L'Hotellier SB 863520-26-001 dated 21 December 2009 or later EASA approved revisions.
If an affected fire extinguisher is found onboard the aircraft, replace with a serviceable fire extinguisher before further flight.
2. An affected fire extinguisher identified in SB 863520-26-001 shall not be installed on any aircraft unless it has been overhauled with compliant Halon 1211 (BCF) and re-identified per the instructions in SB 863520-26-001.
(EASA AD 2009-0277R1 refers)

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2010-0062R1 refers)

Compliance:

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

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

DCA/EMY/37 Oxygen Cylinders – Inspection

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

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

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

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

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

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

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

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

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

(FAA AD 2010-11-05 refers)

Compliance:

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

Effective Date: 6 July 2010

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2011-0090R1 refers)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(FAA AD 2011-14-08 refers)

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

Effective Date: 25 August 2011

DCA/EMY/40 Fire Extinguisher – Inspection

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

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

Requirement: To correct potentially defective fire extinguishers, accomplish the following:

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

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

(EASA AD 2012-0037 refers)

- Compliance:**
1. By 29 September 2012, unless previously accomplished.
 2. From 29 March 2012.

Effective Date: 29 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

[Links to state of design airworthiness directives | aviation.govt.nz](http://aviation.govt.nz/Links%20to%20state%20of%20design%20airworthiness%20directives)

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

EASA AD 2012-0254R1 Flight Crew Oxygen Mask Regulator – Inspection

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

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

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

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

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

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

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

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

Effective Date: 24 September 2015

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

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

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

Effective Date: 22 October 2015

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

Effective Date: 22 March 2016

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

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

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

Effective Date: 1 February 2016

EASA AD 2016-0026 Emergency Parachute Rubber Bands – Inspection

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

Effective Date: 18 February 2016

EASA AD 2016-0062 Emergency Parachute Harness – Inspection

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

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

Effective Date: 23 March 2016

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

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

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

Effective Date: 22 March 2016

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

Effective Date: 16 October 2017

DCA/EMY/41 Life Preserver – Inspection

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance: Refer requirements section of the AD.

Effective Date: 27 October 2016

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

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

Effective Date: 16 October 2017

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

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

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

Effective Date: 31 October 2017

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

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

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

Effective Date: 5 July 2021

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

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

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

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

EASA AD 2022-0029R1 Emergency Parachutes – Inspection

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

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

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

UK CAA AD G-2022-0009 Lifejackets – Inspection

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

Effective Date: 5 May 2022

*** EASA AD 2025-0222 Portable Breathing Equipment – Operational Instructions**

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

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

Effective Date: 30 October 2025

Airworthiness Directive Schedule

Helicopters

Kawasaki BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 & BK117 C-1

30 October 2025

- Notes:**
1. This AD schedule is applicable to Kawasaki Heavy Industries Ltd. BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 helicopters manufactured under Japan Civil Aviation Bureau (JCAB) Type Certificate No. 32.
 2. The Japan Civil Aviation Bureau (JCAB) 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 JCAB website at:
http://www.mlit.go.jp/koku/15_hf_000127.html
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *.

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: [Links to state of design airworthiness directives | aviation.govt.nz](https://www.caa.govt.nz/aviation/state-of-design-airworthiness-directives/) If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below..... 13

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DCA/BK117/1B Airworthiness Directive Compliance at Initial C of A Issue

Applicability: Models BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1.

Note 1: The applicability of this AD revised to include BK 117 A-3 and BK117 C-1 models.

Requirement: Compliance with the following Japan Civil Aviation Bureau (JCAB) Airworthiness Directives (as applicable) is required:

TCD-2421-1-85	Cargo Hook - Modification
TCD-2442-1-85	Vne - Restriction
TCD-2449-85	Tail Rotor Pitch Link Length - Inspection
TCD-2589-2-90	T/R Blade Erosion Protection - Inspection
TCD-2615-86	T/R Gearbox Attaching Bolts - Replacement
TCD-2651-1-87	Engine Fire Extinguishing System Check Valve - Inspection
TCD-2789-1-87	Main Rotor Blade Secondary Attachment Bolts - Inspection
TCD-2950-88	Vne - Restriction
TCD-3432-91	Static Discharge & Electrical Bonding - Modification
TCD-3374-91	LG Electrical Bonding - Modification & Fuel Vapour Return Lines – Removal

Note 2: Each part of this AD (each individual Japanese AD) shall be certified in the aircraft log book separately.

Compliance: Compliance is required with every individual AD before issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the Japanese Airworthiness Directives.

Effective Date: DCA/BK117/1 - 12 May 1995
DCA/BK117/1A - 26 September 1997
DCA/BK117/1B - 26 May 2016

DCA/BK117/2B Cancelled – DCA/BK117/18 refers

Effective Date: 27 April 2006

DCA/BK117/3 Main Rotor Control Components - Retirement Lives

Applicability: Model BK117 series, all S/N.

Requirement: To prevent fatigue failure of Bearing Bracket P/N 105-42123, and Hinged Support P/N 105-42124 and 105-42125 accomplish the following:-
Change retirement time and re-identify the P/Ns per Kawasaki KSB-117-116.
(JCAB AD TCD-4164-95 refers)

Compliance: By 12 June 1995

Effective Date: 12 May 1995

DCA/BK117/4B Engine Mount Sideward Link - Inspection

Applicability Models BK117, BK117A-3, BK117A-4, BK117B-1 and BK117B-2 that are not fitted with replacement engine mount sideward links per Kawasaki KSB-117-121.

Requirement: To prevent failure of the engine mount sideward link, accomplish the following:-

1. For helicopters with less than 1200 hours TTIS:

1.1 At 1200 hours TTIS inspect and replace defective parts per paragraphs 9.(2), 9.(3) and 9.(4) of Kawasaki KSB-117-120A.

1.2 After compliance with paragraph 1.1, repeat the inspection and replace defective parts per paragraphs 9.(2) and 9.(3) of KSB-117-120A at intervals not to exceed 1200 hours TIS until 3600 hours TTIS, and thereafter at intervals not to exceed 600 hours TIS.

2. For helicopters with more than 1200 hours TTIS:

2.1 Within next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS until next 600 hour inspection, inspect and replace defective parts per paragraphs 9.(1) and 9.(3) of KSB-117-120A.

2.2 At the next 600 hour inspection or at the next engine removal, whichever occurs first, inspect and replace defective parts per paragraphs 9.(2), 9.(3) and 9.(4) of KSB-117-120A.

2.3 After compliance with paragraph 2.2, repeat the inspection and replace defective parts per paragraphs 9.(2) and 9.(3) of KSB-117-120A at intervals not to exceed 1200 hours TIS until 3600 hours TTIS, and thereafter at intervals not to exceed 600 hours TIS.

(JCAB TCD-4358A-98 refers)

Compliance: As detailed within the requirement of this AD.

Effective Date: DCA/BK117/4A - 21 November 1997
DCA/BK117/4B - 25 September 1998

DCA/BK117/5B Cancelled – DCA/BK117/19 refers

Effective Date: 27 April 2006

DCA/BK117/6 Cancelled - JCAB AD TCD-4655A-2017

Effective Date: 30 November 2017

DCA/BK117/7 Engine Mount Truss Supports - Inspection

Applicability Models BK117, BK117A-3, BK117A-4, BK117B-1 and BK117B-2.

Requirement: To prevent cracks caused by corrosion of the engine mount truss supports, inspect and if necessary replace defective parts per Kawasaki SB KSB-117-127.
(JCAB TCD-4930-99 refers)

Compliance: At 1200 hours TTIS.
For helicopters that have exceeded 1200 hours TTIS, at the next 600 hour inspection or at the next engine removal, whichever is the sooner.

Effective Date: 12 March 1999

DCA/BK117/8 Tail Rotor Drive Shaft Hanger Bearing Attachment - Inspection

Applicability: Model BK117 series, all S/N.

Requirement: To prevent excessive wear of the bearing support bolt holes used to attach the tail rotor drive long shaft hanger bearings, inspect per Kawasaki SB KSB-117-148. If any loose bolts are found, inspect the bearing support bolt holes for wear per KSB-117-148.

If any wear is detected, measure the diameter of the bolt hole and if any is greater than 6.5mm contact the manufacturer for repair instructions.
(JCAB TCD-4975-99 refers)

Compliance: Before further flight

Effective Date: 18 March 1999

DCA/BK117/9A Cancelled – JCAB AD TCD-5126B-2016 refers

Effective Date: 16 March 2016

DCA/BK117/10 Heating System / ECS – Limitation and Placard

Applicability: Models BK117 B-1 and B-2 with fuel control unit (FCU), P/N 4-301-413-03 installed, except those equipped with FCU having a "T" stamped after the part list number on the FCU's name plate.

Requirement: To prevent insufficient one-engine inoperative power due to improper calibration of FCU fuel flow, accomplish the following:-

1. Install placard to prohibit the use of Heating System/ECS per Kawasaki KSB-117-152. The use of Heating System/ECS is prohibited until a cap is installed on the PA vent port of the pressure ratio switch per paragraph 3 of this AD. Revise the limitation section of the flight manual to include the following:

Heating System / ECS

Heating System / ECS operation is prohibited until cap is installed on the PA vent port per Kawasaki KSB-117-152.

The flight manual revision required above, may be accomplished by inserting a copy of this AD.

2. Install the placard to change the maximum operating altitude limitation per KSB-117-152, and revise the limitation section of the flight manual to include the following:

Maximum operating altitude (when AlliedSignal SB LTS101-73-20-0193 is not incorporated); 10,000 ft

The flight manual revision required above may be accomplished by inserting a copy of this AD.

Installation of the FCU which is calibrated per AlliedSignal SB LTS101-73-20-0193 constitutes terminating action of paragraph 2 of this AD.

3. Install a cap on the PA vent port of the pressure ratio switch per KSB-117-152. Installation of the cap constitutes terminating action of paragraph 1 of this AD.
(JCAB TCD-5097-99 refers)

Compliance:

1. By 27 September 1999
2. By 27 September 1999
3. By 11 October 1999

Effective Date: 27 August 1999

DCA/BK117/11A Engine and Transmission Cowling Access Doors - Modification

Applicability: Model BK117 series, all S/N.

Requirement: To prevent the separation of access doors of the engine and transmission cowlings due to incorrect latching and possible damage to the rotor blades, accomplish the following:

Install hooks in the transmission and engine cowling access doors and install hook retainers on the transmission/engine deck per Kawasaki KSB-117-154.
(JCAB TCD-5190-99 refers)

Compliance: By 30 April 2001

Effective Date: DCA/BK117/11 - 24 February 2000
DCA/BK117/11A - 21 December 2000

DCA/BK117/12 Tail Boom - Modification

Applicability: Model BK117 series, S/Ns up to 1058.

Requirement: To prevent cracking of the tail boom skin, install doublers P/N 117-30106.15.

Compliance: By 30 November 2002

Effective Date: 30 May 2002

DCA/BK117/13 Tail Rotor Transmission and Intermediate Gearbox - Bearing Replacement

Applicability: BK117 A-1 to C-1 equipped;
with tail rotor transmission P/N 4639003001 or 4639003007, S/N 900 to 932 inclusive,
or intermediate gearbox P/N 4639002001 or 6639002005 S/N 902 to 928 inclusive,
or any tail rotor transmission or gearbox of the above P/N that has been overhauled
or repaired since 16 July 2001.
Any bearings P/N 4639310006 S/N 3426 to 3598 inclusive held as spares.

Requirement: To prevent production related cracking of the bearing cage cover from causing pieces of the cage to separate and enter the gearbox, accomplish the following:

1. Inspect the magnetic plug of affected transmissions for signs of bearing failure.
2. Inspect transmission to determine if one of the faulty bearings is fitted. If fitted with one of the faulty bearings, replace the bearing or transmission with an item known to be unaffected.
(German LBA AD 2003-161 refers)

Compliance: 1. Before next flight
2. Before 30 Sept 2003

Effective Date: 29 May 2003

DCA/BK117/14 Airwork Hoist – Inspection

Applicability: Model BK117 series fitted with Airwork hoist modification ARD/721, ARD/741, ARD/752, ARD/977, ARD/999.STC or STC.AW.0003.

Requirement: To prevent an uncommanded activation of the hoist pyrotechnic cable cutter, accomplish the following:

1. Check that the correct guard P/N MS25224-X is fitted to the CABLE CUT switch per Airwork SB AW.0001 Issue 1. If the incorrect guard is found fitted, replace the guard per SB AW.0001 Issue 1, before further operation of the hoist.
2. Replace the 2-position switch with a momentary action switch P/N MS24523-26 or MS24524-26, and fit guard P/N MS25224-3 per SB AW.0001 Issue 1.

Compliance:

1. Before next hoist operation.
2. Within next 100 hours TIS.

Effective Date: 26 August 2004

DCA/BK117/15 Winch - Emergency Procedures

Applicability: BK117 Series, except BK117 C-2 series, that are equipped with Kawasaki rescue winch system P/N 117-83500-01.

Requirement: To prevent uncontrolled raising or lowering of the rescue winch cable, accomplish the following:-

1. Insert a copy of either Appendix I or II of Japanese AD TCD-6482-1-2004 as applicable into the emergency procedures section of the flight manual supplement No.10-16, Rescue Winch System.
2. Modify the winch power supply system per Kawasaki KSB-117-235 and remove the copy of Appendix I or II of Japanese AD TCD-6482-1-2004 required by part 1 of this AD.
(JCAB AD TCD-6482-1-2004 refers)

Note: This AD was initially mailed to BK117 owners on 29 August 2004 and incorrectly numbered as DCA/BK117/14. AD DCA/BK117/14 is in fact applicable to BK117 helicopters fitted with the Airwork Hoist.

Compliance:

1. By 31 October 2004
2. By 31 March 2005

Effective Date: 30 September 2004

DCA/BK117/16 Main Rotor Blades Life Limit – Inspection

Applicability: Model BK117 A-1 through C-1.

Requirement: To prevent the blade trailing edge cracking resulting in severe vibrations, accomplish the following:

1. Inspect the main rotor blades per ASB-MBB-BK117-10-125 and the aircraft log book. If a main rotor blade with bolted lead inner weights is detected by the visual inspection, or by an entry in the aircraft log book, the flight hours flown since the bolting of the lead inner weights must be determined and entered in the aircraft log book. If the visual inspection finds no sign of a main rotor blade with bolted lead inner weights and if no corresponding entry in the log card can be found, it must be assumed that the aircraft is fitted with blades which do not have bolted lead inner weights. Make an entry in the log book.
2. If a main rotor blade with lead inner weights is fitted to the aircraft, replace per ASB-MBB-BK117-10-125.
(LBA AD D-2005-115 and JCAB AD TCD-6590-2005 refers)

Compliance:

1. By 31 May 2005.
2. At 2500 hours TTIS or within 200 hours TIS for aircraft with up to 3000 hours TTIS. Within 50 hours TIS for aircraft with more than 3200 TTIS.

Effective Date: 28 April 2005

DCA/BK117/17 External Loudspeaker for Ground Personnel - Modification

Applicability: Model BK117 C-2 aircraft fitted with an external loudspeaker P/Ns B853K1801-051, B853K1801-053 or B853K1801-055.

Requirement: To prevent the loudspeaker from separating from the aircraft due to the support bracket being cracked, accomplish the following:

1. Inspect the external loudspeaker bracket for cracks per Kawasaki Service Bulletin No. KSB-117-254. If cracked replace per SB KSB-117-254 before further flight.
2. Replace the external loudspeaker bracket per SB KSB-117-254.
(JCAB AD TCD-6771-2006 refers)

Note: Replacement of the external loudspeaker bracket per SB KSB-117-254 is a terminating action to the requirements of the AD.

Compliance:

1. At every pre-flight check.
2. Within the next 300 hours TIS.

Effective Date: 23 February 2006

DCA/BK117/18A Cancelled – JCAB AD TCD-4114A-1-2008 refers

Effective Date: 30 June 2016

DCA/BK117/19 Tail Boom Vertical Fin – Inspection

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 aircraft, all S/Ns.

Requirement: To prevent failure of the vertical fin and subsequent loss of control of the aircraft, remove the vertical fin fairings and inspect the fairings, the camloc fasteners, the attachment angle brackets at the aft portion of the vertical fin, the tail rotor transmission fittings in the vertical fin and the end plates for cracks and other damage.

Accomplish inspections per Kawasaki Service Bulletin KSB-117-129C, dated 27 January 2006 and per the instructions in chapter 31, paragraph 31-2, steps 5 to 7 of KHI-BK117 Maintenance Manual (with at least revision number 14 incorporated), or the KHI-BK117C-1 Maintenance Manual (with at least revision 2 incorporated), as applicable.

If the inspection results exceed the allowable limits specified in the respective KHI-BK117 Maintenance Manual, contact the KHI Customer Service for further technical advice before further flight.
(JCAB TCD-4605B-2006 refers)

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

Effective Date: 27 April 2006

DCA/BK117/20 Cancelled – JCAB AD TCD-6850A-2013 refers

Effective Date: 6 August 2013

DCA/BK117/21A Cancelled by JCAB AD TCD-6982A-2021

Note: JCAB AD TCD-6982-2006 was adopted with the issue of AD DCA/BK117/21A.

DCA/BK117/21A (JCAB AD TCD-6982-2006 dated 15 September 2006 refers) is cancelled by JCAB AD TCD-6982A-2021 with effective date 13 April 2021.

Cancelled JCAB AD TCD-6982-2006 mandated the replacement of certain P/N flight control system parts, which the JCAB considers accomplished. The purpose of DCA/BK117/21A (JCAB AD TCD-6982-2006 refers) is now fulfilled.

Effective Date: 13 April 2021

DCA/BK117/22 Tail Rotor Transmission Attachment Nuts - Inspection

Applicability: Model BK117 series, all S/N.

Requirement: To prevent loss of control of aircraft due to failure of attachment nuts of the tail rotor transmission, accomplish the following.

- 1 Inspect for cracks on the attachment nuts of the tail rotor transmission in accordance with Kawasaki Service Bulletin No.KSB-117-291. If cracks are found, replace all attachment nuts with a set of new nuts.
- 2 If nuts are replaced with new nuts in accordance with part 1, inspect the new nuts for cracks after installation. If any cracks are found, replace all attachment nuts with a set of new nuts, and repeat the inspection per part 1.
(JCAB AD TCD-7195-2007 refers)

Compliance:

1. Before further flight unless already accomplished.
2. Before further flight after accomplishment of part 1.

Effective Date: 20 December 2007

DCA/BK117/23A Tail Rotor Balance Weights and Control Levers – Inspection

Applicability: Model BK117 series aircraft, all S/N.

Note 1: The repetitive inspection interval for DCA/BK117/23A revised from 48 months to every 30 months to align with JCAB AD TCD-7416-2009 with no change to the AD requirement.

Requirement: To prevent failure of the tail rotor balance weights due to possible corrosion of the control lever threads which could result in loss of aircraft control, inspect the tail rotor balance weights and control levers per Kawasaki MSB KSB-117-297 dated 28 November 2008 or later JCAB approved revisions. If any damage is found which exceeds the acceptable limits specified in MSB KSB-117-297, replace the damaged parts before further flight.

Note 2: The replacement of parts is not a terminating action to the repetitive inspection requirements of this AD.
(JCAB AD TCD-7416-2009 refers)

Compliance: Within the next 100 hours TIS or by 26 July 2014, whichever is the sooner, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or 30 months, whichever is the sooner.

Effective Date: DCA/BK117/23 - 29 January 2009
DCA/BK117/23A - 26 June 2014

DCA/BK117/24A Cyclic Stick Lock – Modification and AFM Amendment

Applicability: Model BK117, BK117A-3, BK117A-4, BK117B-1, BK117-B-2 and BK117C-1 aircraft, all S/N.

Note 1: This AD revised to amend note 2. Kawasaki Helicopter Industries have issued an AFM amendment to satisfy requirement 2 of this AD.

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

1. Modify the cyclic stick neutral holder per Kawasaki SB No. KSB-117-302 dated 6 April 2009 or later JCAB approved revisions.

2. Amend the AFM by inserting the following text into the normal procedures section:

“Before starting the engines, the cyclic stick must be moved to its neutral position. The centering of the cyclic stick can be achieved by positioning the cyclic pin into the neutral holder hole. Locking of the cyclic stick is no longer possible.”

Note 2: Kawasaki Heavy Industry (KHI) have issued AFM amendment revision 16, dated 24 March 2009 to satisfy requirement 2 of this AD.
(JCAB AD TCD-7479-2009 refers)

Compliance: 1. & 2. By 5 November 2009.

Effective Date: DCA/BK117/24 - 5 May 2009
DCA/BK117/24A - 30 July 2009

DCA/BK117/25 Cancelled – Purpose Fulfilled

Effective Date: 8 December 2011

DCA/BK117/26 Cancelled – Purpose Fulfilled

Effective Date: 8 December 2011

DCA/BK117/27 Exterior Door Handles – Inspection

Applicability: Model BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 aircraft, all S/N.

Requirement: To prevent loss of the exterior door handles due to possible incorrect installation of the snap ring, accomplish the following:

1. Inspect the exterior door handles and determine that the handles are secure and cannot detach from the door. If a defective door handle is found, accomplish requirement 2 before further flight.
2. Inspect the snap ring on the door handles per the instructions in Kawasaki SB No. KSB-117-339 dated 4 August 2011 or later JCAB approved revisions.

If the inside edge of the snap ring is visible, or if the snap ring comes off, contact the manufacturer for further instructions and accomplish corrective actions before further flight.

Note 1: Requirement 1 of this AD may be accomplished by adding the inspection requirement 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 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 repetitive inspection mandated by requirement 1 of this AD may be terminated once requirement 2 has been accomplished.
(JCAB AD TCD-7916-2011 refers)

Compliance:

1. Before every flight.
2. Within the next 50 hours TIS or by 25 October 2011, whichever occurs sooner.

Effective Date: 25 August 2011

DCA/BK117/28 Tail Rotor Head – Inspection

Applicability: Model BK117 series helicopters, all S/N.

Requirement: To detect excess wear in the tail rotor head attachment bolt and nut accomplish the following:

Inspect the tail rotor flap hinge per the instructions in Kawasaki Service Bulletin No. KSB-117-346 dated 10 April 2012 or later JCAB approved revisions.

If any defects are found accomplish a detailed inspection of the close tolerance attachment bolt and nut per the instructions in Kawasaki SB No. KSB-117-346.

If cracks, deformation, mechanical damage or wear is found in the attach bolt which exceeds the allowable limits specified in Kawasaki SB No. KSB-117-346, repair or replace the bolt per the instructions in the SB before further flight.

If the attach bolt nut is found damaged or worn, replace with a new nut per the instructions in Kawasaki SB No. KSB-117-346 before further flight.

(JCAB AD TCD-8021-2012 refers)

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

Effective Date: 21 April 2012

DCA/BK117/29 Tail Rotor Pitch Links – Inspection

Applicability: Model Kawasaki BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Model BK117C-2 helicopters, S/N 4001 through 4021, 4023 and 4024.

Requirement: To prevent failure of the tail rotor pitch links due to possible spherical bearing migration out of the bearing bore which could result in loss of aircraft control, accomplish the requirements in JCAB AD TCD-8022-2012.

Note: Kawasaki SB No.KSB-117-345 dated 29 March 2012 or later approved revisions of this document pertains to the subject of this AD.
(JCAB AD TCD-8022-2012 refers)

Compliance: Before further flight.

Effective Date: 9 August 2012

DCA/BK117/30 Cartridges and Pressure Bottles – Airworthiness Limitations

Applicability: Model Kawasaki BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Requirement: To prevent failure of the cartridge of the fire extinguishing bottle of the engine, the pressure bottle of the emergency float system, and the cable cutter cartridge of the rescue winch system and the gimbal assemblies of the searchlight due to possible non-compliance with the Airworthiness Limitations specified in the applicable Kawasaki BK117 Maintenance Manual, accomplish the requirements in JCAB AD TCD-8098-2012.

Note: Kawasaki BK117 Maintenance Manual Approved Pages, revision 26, dated 27 August 2012, and Kawasaki BK117C Maintenance Manual Approved Pages, revision 14 dated 27 August 2012 and later JCAB approved revisions pertain to this subject of this AD.
(JCAB AD TCD-8098-2012 refers)

Compliance: Before further flight.

Effective date: 5 September 2012

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

TCD-6850A-2013 Cancelled – JCAB AD TCD-6850B-2015 refers

Effective Date: 28 May 2015

TCD-8201C-2-2022 Goodrich Rescue Hoists – Inspection

Applicability: BK117 series helicopters fitted with a Goodrich rescue hoist assembly with a P/N listed in Table 2.1 of JCAB AD TCD-8201C-2-2022.

Note: TCD-8201C-2-2022 revised to clarify the determination of a serviceable hoist.

Effective Date: TCD-8201-2013 - 30 March 2013
TCD-8201A-2014 - 11 November 2014
TCD-8201B-2015 - 23 January 2015
TCD-8201C-2016 - 17 June 2016
TCD-8201C-1-2022 - 28 July 2022
TCD-8201C-2-2022 - 26 January 2023

TCD-8232-2013 N2 Control System – Inspection

Applicability: BK117 series helicopters, all S/N.

Effective Date: 20 August 2013

TCD-8488-2015 Swashplate Boot Clamps – Inspection

Applicability: BK117 series helicopters, all S/N.

Effective Date: 31 March 2015

TCD-6850B-2015 Electrical Power System – Inspection

Applicability: BK117 series helicopters, all S/N.

Effective Date: 28 May 2015

TCD-5126B-2016 Airworthiness Limitations – Revision

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, and BK117C-1, all S/N.

Effective Date: 16 March 2016

TCD-6217-2003 Tail Rotor and Intermediate Gearbox - Inspection

Applicability: BK117 series helicopters (except for BK117C-2 helicopters) fitted with an affected component listed in Table 1 of JCAB AD TCD-6217-2003.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-6273-2003 Vertical Fin Skin Panel – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished.

Effective Date: 26 May 2016

TCD-4114-2-2004 Cancelled – JCAB AD TCD-4114A-1-2008 refers

Effective Date: 30 June 2016

TCD-7000-2006 One Engine Inoperative (OEI) – Operating Limitations

Applicability: BK117C-1 and BK117C-2 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive requirements to be accomplished as specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-7111-2007 Fire Extinguishing System – Inspection

Applicability: BK117C-1 helicopters, all S/N and model BK117C-2 helicopters, S/N 4001 through to 4003, and 4005 through to 4010.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished.

Effective Date: 26 May 2016

TCD-7000-1-2008 One Engine Inoperative (OEI) – Operating Limitations

Applicability: BK117C-1 and BK117C-2 helicopters, all S/N.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 26 May 2016

TCD-4114A-1-2008 Main Rotor Blade Balance Weight – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 fitted with Main Rotor Blade P/N 117-150041, 117-150051, 117-150071, 117-150081, 117-151311, 117-151331, 117-151371 or 117-151371V001.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the JCAB AD.

Effective Date: 30 June 2016

TCD-8811-2016 Tail Rotor Transmission Housing – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 22 August 2016

TCD-4655A-2017 Main Rotor Mast – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 30 November 2017

TCD-9082-2018 Main Rotor Transmission Helical Gear Support – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 31 January 2018

TCD-9106-2018 Tail Rotor Transmission Bellcrank Attach Arm – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 27 April 2018

TCD-9114-2018 Main Rotor Blade Thimble – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 31 May 2018

TCD-9361-2019 Airworthiness Limitations – Revision

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2 and BK117C-1 helicopters, all S/N.

Effective Date: 24 October 2019

TCD-9687-2020 Airworthiness Limitations – Revision

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 28 January 2021

TCD-9876-2022 Tension Torsion Straps – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 3 March 2022

TCD-10110-2022 (Correction) Swashplate Assembly – Inspection

Applicability: BK117, BK117A-3, BK117A-4, BK117B-1, BK117B-2, BK117C-1 and BK117C-2 helicopters, all S/N.

Effective Date: 17 January 2023

TCD-10427-2025 Main Rotor Head – Inspection

Applicability: BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2, BK117 C-1 helicopters, all S/N, fitted with a Main Rotor Head (MRH) P/N 117-141071, or 117-141081, and BK117 C-2 helicopters, S/N 4001 through to 4005 inclusive, fitted with a MRH P/N 117-141071, or 117-141081.

Effective Date: 24 April 2025

*** TCD-10553-2025 Main Rotor System Fork Lever – Inspection**

Applicability: BK117, BK117 A-3, BK117 A-4, BK117 B-1, BK117 B-2 and BK117 C-1 helicopters, fitted with a fork lever P/N 117-421221.01 or 117-421231.02.

Effective Date: 4 November 2025