



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-11

Effective date 27 November 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 25-11****27 November 2025**

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters AS 350 Series	EASA AD 2025-0137 (Correction)	Airworthiness Limitations Section - Amendment	27-Nov-25
Airbus Helicopters EC 130 Series	EASA AD 2025-0137 (Correction)	Airworthiness Limitations Section - Amendment	27-Nov-25
Airbus Helicopters EC 130 Series	EASA AD 2025-0249-E	Cancelled – EASA AD 2025-0262-E refers	27-Nov-25
Airbus Helicopters EC 130 Series	EASA AD 2025-0262-E	Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit	27-Nov-25
Airbus Helicopters EC 135 Series	EASA AD 2025-0108	Cancelled – EASA AD 2025-0260 refers	1-Dec-25
Airbus Helicopters EC 135 Series	EASA AD 2025-0260	Yaw Control System Ball Bearing – Inspection	1-Dec-25
Bell 407 Series	TC AD CF-2022-68	Cancelled - CF-2025-59 refers	3-Dec-25
Bell 407 Series	TC AD CF-2025-21R1	Main Rotor Expandable Blade Bolts - Inspection	1-Dec-25
Bell 407 Series	TC AD CF-2025-59	Tail Boom - Inspection	3-Dec-25
Bell 427 Series	TC AD CF-2025-21R1	Main Rotor Expandable Blade Bolts - Inspection	1-Dec-25
Bell 429 Series	TC AD CF-2021-15	Cancelled - CF-2025-60 refers	8-Dec-25
Bell 429 Series	TC AD CF-2025-60	TRGB Support Assembly to Tail Boom Attachment - Inspection	8-Dec-25
Cessna 182 Series	FAA AD 2025-23-08	Intercooler Inlet and Outlet Hoses – Inspection	2-Dec-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. 25-12 is scheduled for issue on Thursday 18 December 2025.

Notes on New and Revised Airworthiness Directives

Airbus Helicopters AS 350 and EC 130 Series EASA AD 2025-0137 (Correction) Airworthiness Limitations Section - Amendment

This AD is reissued to correct the issue dates of the referenced documents.

Airbus Helicopters EC 130 Series EASA AD 2025-0262-E Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit

EASA AD 2025-0262-E with effective date 27 November 2025 supersedes EASA Emergency AD 2025-0249-E and is applicable to EC 130 T2 and EC 130 B4 helicopters, all S/N.

For certain EC 130 B4 helicopters compliance is required within 10 flight hours after the effective date of this AD.

Recent fatigue tests performed by Airbus Helicopters (AH) on the tail drive line provided data that can impact the service life Limit of the affected part.

A crack could initiate from the riveted area and propagate until failure of the centre shaft assembly.

Investigation is on-going to identify the root cause of this issue.

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

To address this potential unsafe condition, as initial precautionary measure, AH issued ASB EC130-65-00-0001 at original issue, providing instructions for shaft replacement.

Consequently, EASA issued Emergency AD 2025-0249-E requiring replacement of the affected part with a serviceable part.

Since AD 2025-0249-E was issued, AH revised ASB EC130-65-00-0001, as defined in AD 2025-0262-E, to provide repetitive inspection instructions which cancels the replacement requirements for certain affected parts.

For the reason described above, AD 2025-0262-E partially retains the requirements in superseded EASA Emergency AD 2025-0249-E, and requires repetitive inspections of the affected parts.

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

Airbus Helicopters EC 135 Series EASA AD 2025-0260 Yaw Control System Ball Bearing – Inspection

This AD is prompted by a report where the pilot lost the tail rotor controls after hearing a noise from the rear of the helicopter. Subsequent investigation identified a broken control rod of the yaw actuator.

This condition, if not corrected, could result in loss of control of the helicopter.

To address this potential unsafe condition and to collect fleet data to support the investigation, AH issued ASB EC135-67-24-0001 at original issue, providing instructions for a one-time inspection of the affected parts, and EASA issued AD 2025-0108, to require a one-time inspection of the affected parts, and reporting of the inspection results to AH.

Since that AD was issued, AH developed a repetitive inspection of the ball pivot, and issued an ASB as defined in this AD to provide applicable instructions.

For the reason described above, this AD retains the requirements in superseded EASA AD 2025-0108, and additionally requires repetitive inspections of the ball pivot and, depending on findings, corrective actions.

Bell 407 and 427 Series TC AD CF-2025-21R1 Main Rotor Expandable Blade Bolts - Inspection

Transport Canada (TC) AD CF-2025-21R1 with effective date 1 December 2025 is applicable to Bell 407 and 427, all S/N.

Compliance is required within the next 30 days or 30 hours, whichever is sooner after the effective date of the AD.

Bell was informed that some expandable blade bolts with P/N 406-310-103-103, might not have received the correct heat treatment.

The incorrect heat treatment may result in stress corrosion cracking of the affected blade bolts, leading to a detachment of the main rotor blade and loss of helicopter control.

Revision 1 of this AD has been issued to correct a S/N error in Table 1 of CF-2025-21.

The TC AD can be obtained from the TC AD webpage at: https://www.wapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_as.aspx

Bell 429 Series TC AD CF-2025-60 TRGB Support Assembly to Tailboom Attachment - Inspection

Transport Canada and Bell received multiple in-service reports of failed rivets at the joint between the tailboom skin and the tail rotor gearbox support assembly P/N 429-034-701-101 or P/N 429-035-705-101.

In-service reports also revealed that a quality escape resulted in a gapping condition between the tailboom skin and the tail rotor gearbox support fitting at some locations around the joint, and that rivets of inadequate grip length have been installed at the affected joint. The investigation is ongoing to determine the root cause of the failed rivets.

Failed rivets at the affected joint, if not detected and corrected, could result in progressive deterioration of the joint structural integrity, potentially resulting in the detachment of the tail rotor gearbox support assembly from the fuselage and consequent loss of control of the helicopter.

To address this unsafe condition, TC issued AD CF-2021-15 that mandated the accomplishment of inspections as detailed in the Bell Alert Service Bulletin (ASB) 429-19-47, Revision B, dated 27 January 2021.

It provided accomplishment instructions for the initial and repetitive general visual inspection (GVI) and detailed inspection (DET) of the affected rivets at the joint between the tailboom skin and the tail rotor gearbox support assembly, and replacement of the discrepant rivets, as required. The ASB also required repair if an excessive gap (>0.005 " or >0.127 mm) was found between the tail rotor gearbox support and the tailboom skin during inspections.

Following a report of numerous failed rivets discovered within the repetitive inspection interval mandated by AD CF-2021-15, Bell has revised the ASB 429-19-47 to Rev C on 6 May 2025 to increase the frequency of repetitive inspections until a terminating action is introduced and to request that operators record whether the rivets were failed or of improper length while performing the inspection. This AD mandates the reduction of the Part II (repetitive inspection) interval.

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

Cessna 182 Series FAA AD 2025-23-08 Intercooler Inlet and Outlet Hoses – Inspection

FAA AD 2025-23-08 with effective date 2 December 2025 is applicable to Cessna 182Q and 182R aircraft fitted with an affected part as defined in paragraph (g)(1) of this AD. Affected hoses are installed with the embodiment of Supplemental Type Certificate SA03302AT.

Compliance is required before further flight after the effective date of the AD.

This AD was prompted by reports of damaged intercooler inlet and outlet hoses, and requires repetitive visual inspections of the intercooler inlet and outlet hoses for cracks and if any cracks are found, replacement of the intercooler inlet and outlet hoses.

The FAA is issuing this AD to address the unsafe condition on these products.

The FAA AD can be obtained from the FAA AD webpage at: <https://drs.faa.gov/browse>

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

27 November 2025

Schedule:	Date:	
AD Schedule Cover Page	27 NOV 25	
AD Schedule Revision Status	27 NOV 25	
List of New or Revised ADs	27 NOV 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	27 NOV 25	
Cessna 185 Series	26 NOV 20	
Cessna 188 Series	27 AUG 20	
Cessna 195 Series	28 NOV 13	
Cessna 206 Series	29 OCT 20	
Cessna 207 Series	29 OCT 20	
Cessna 208 Series	25 MAR 21	
Cessna 210 & 205 Series	23 FEB 23	
Cessna 303 Series	30 JUN 11	
Cessna 337 Series	27 JUL 17	
Cessna 310 & 320 Series	29 SEP 16	
Cessna 402 Series	31 MAY 18	
Cessna 404 Series	29 NOV 07	
Cessna 414 Series	24 FEB 00	
Cessna 421 Series	31 MAY 18	
Cessna 425 Series	27 APR 06	
Cessna 441 Series	27 MAR 14	
Cessna 500 Series	27 MAY 10	
Cessna 501 Series	24 SEP 15	
Cessna 510 Series	26 APR 18	
Cessna 525 Series	26 SEP 24	
Cessna 560 Series	27 MAY 10	
Cirrus SR20 and SR22 Aircraft	19 DEC 24	
De Havilland DH60 Series (Moth)	26 APR 18	
De Havilland DH80 Series (Puss Moth)	26 MAR 09	
De Havilland DH82 Series (Tiger Moth)	26 APR 18	
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		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
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		Piper PA-32 Series
		Piper PA-34 Series
		Piper PA-38 Series
		Piper PA-39 Series
		Piper PA-42 Series
		Piper PA-44 Series
		Piper PA-46 Series
		Pitts S-1 & S-2 Series
		PZL-M18 Dromander Series
		PZL-104 Wilga 35 and 80
		Reims F406 Series
		Robin DR400 Series
		Robin R1180 Series
		Robin R3000 Series
		Rockwell Commander 112 & 114 Series
		Slingsby T67 Series
		Rallye, MS880 and MS890 Series
		Socata TB9, TB10 and TB20 Series

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Sud Aviation Gardan Horizon GY 80	18 DEC 08	Grob	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
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Microlight	23 FEB 23	Vliegtuigbouw NV Sagitta	11 JUN 93
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Helicopter - General	25 SEP 25	Balloons	28 AUG 25
Agusta Bell AB212	30 MAY 24	Ultramagic Balloons	25 FEB 16
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Airbus Helicopters AS 350	27 NOV 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	27 NOV 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	27 NOV 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	27 NOV 25	Franklin	30 OCT 03
Bell 412 Series	31 OCT 24	GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
Bell 427 Series	27 NOV 25	General Electric T-58 Series	25 MAR 04
Bell 429 Series	27 NOV 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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27 November 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
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Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 350 Series

27 November 2025

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

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

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

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

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

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

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

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

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

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

DCA/AS350/4 Flying Controls - Modification

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

DCA/AS350/5 Main Rotor Dampers - Inspection

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

DCA/AS350/6 Baggage Door - Inspection

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

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

Mod. 07.0804 - By 31 March 1981

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

Modification - not later than next 300 hour inspection.

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

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

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

DCA/AS350/12 Main Rotor Drive - Inspection

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

DCA/AS350/13 Main Gear Box Oil - Inspection

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

DCA/AS350/14 Cargo-Swing Installation - Modification

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

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

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

DCA/AS350/16 Tail Rotor Installation - Inspection

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

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

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

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

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

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

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

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

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

Effective Date: 28 August 1998

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

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

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

Effective Date: 25 July 2024

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

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

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

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 11 February 1983.

DCA/AS350/25B Main Rotor Shaft - Inspection

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

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

Compliance: 1. At 300 hours TTIS or within next 50 hours TIS, whichever is the later and thereafter at intervals not exceeding 300 hours TIS.
2. Before further flight following severe rotor tracking abnormalities.

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

DCA/AS350/26 Emergency Flotation System - Modification

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

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

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

Effective Date: 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

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

DCA/AS350/28 Oil and Fuel Filters - Inspection

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

DCA/AS350/29 Raised Skid Landing Gear - Modification

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

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

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

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

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

DCA/AS350/32 Fuel Filter - Inspection

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

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

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

DCA/AS350/34 Sliding Doors - Modification

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

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

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

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

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

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

- Effective Date:** 27 August 2009

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

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

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

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

DCA/AS350/40 Hydraulic Reservoir - Modification

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

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

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

DCA/AS350/42 Engine Fire Detection System - Modification

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

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

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

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

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

DCA/AS350/45 MGB Oil Pressure Switch - Removal

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

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

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

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

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

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

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

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

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

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

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

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

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

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

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

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

(DGAC AD 1998-511-074 refers)

Compliance:

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

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

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

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

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

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

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

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

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

DCA/AS350/53 NR Indicator Lighting - Modification

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

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

Compliance: By 24 May 2000

Effective Date: 24 February 2000

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

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

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

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

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

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

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

Compliance:

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

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

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

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

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

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

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

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

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

Effective Date: 27 July 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Replacement Fairing P/N 350A23.0032.09

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

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

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

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

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

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

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

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

Compliance: (a) AS 350 B3 version:

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

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

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

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

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

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

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

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

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

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

(c) Transfer of bearings between AS 350 versions:

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

Effective Date: 15 March 2001

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

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

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

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

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

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

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

Effective Date: 27 June 2019

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

Effective Date: 30 October 2003

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

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

DCA/AS350/64 Engine Control Switch – Inspection

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

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

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

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

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

(DGAC AD 2002-281-091 refers)

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

(DGAC AD 2002-314-069 refers)

Compliance:

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

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

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

(FAA AD 2002-04-07 refers)

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

DCA/AS350/71 Cyclic Friction Cup - Inspection

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

DCA/AS350/72 Dynamic Components – Life Correction

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

DCA/AS350/73A Battery Lug - Inspection

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

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

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

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

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

(DGAC AD F-2003-099 refers)

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

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

Effective Date: 30 October 2003

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

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

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

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

(DGAC AD F-2003-322R1 refers)

Compliance:

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

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

DCA/AS350/76 Collective Lever Lock – Inspection

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

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

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

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

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

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

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

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

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

- c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.
- d. If there is a crack in the rear frame, more than 30 mm long, carry out the repair per MRM Work Card 53.10.22.772, no later than within 110 hours TIS, if all the cracks are less than or equal to 50 mm, or before further flight, if one or more crack is greater than 50 mm long.

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

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

(DGAC AD F-2004-035 refers)

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

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

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

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

(DGAC AD F-2005-042 refers)

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

Effective Date: 22 April 2004

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

Effective Date: 12 December 2008

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

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

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

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

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

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

Compliance:

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

Effective Date: 28 April 2005

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

Effective Date: 28 September 2006

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

Effective Date: 29 September 2005

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

Effective Date: 28 September 2006

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

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

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

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

Compliance:

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

Effective Date: 1 December 2005

DCA/AS350/88 Cancelled – DCA/AS350/91 refers**Effective Date:** 1 June 2006**DCA/AS350/89 Main Servo Controls – Inspection and Replacement****Applicability:** Model AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, andOn which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.51. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.51. If a crack is evident, return the servo-control to Eurocopter for repair.**Note 2:** The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.51, is a terminating action to the requirements of this AD.

Compliance:

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

Effective Date: 7 March 2006

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

Effective Date: 28 August 2008

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

Effective Date: 28 August 2008

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

Effective Date: 26 January 2012

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

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

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

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

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

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

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

(EASA AD 2006-0183-E refers)

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

Effective Date: 11 July 2006

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

Effective Date: 18 May 2007

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

Effective Date: 30 November 2006

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

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

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

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

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

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

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

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

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

Compliance:

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

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

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

Effective Date: 27 September 2007

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

DCA/AS350/100 Starter Generator – Load Limitation

Applicability: Model AS 350 B3 aircraft fitted with APC 200 A starter generators P/N 200SGL130Q and not embodied with MOD 073345, and

All model AS 350 aircraft fitted with APC 200 A starter generators P/N 200SGL130Q.

Note: All model AS 350 aircraft are included in the applicability because APC 200 A starter generators P/N 200SGL130Q may have been fitted to these aircraft under a New Zealand modification approval.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the current draw for APC 200 A starter generators is limited to 180 Amp.

Install a label indicating this load limitation on the instrument panel below the VEMD, per the instructions in paragraph 2.B. of Eurocopter AS 350 Alert Service Bulletin No. 01.00.57.

(EASA AD 2006-0337 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

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

- Applicability:** All model AS 350 B1 and AS 350 B2 aircraft.
- Requirement:** To prevent restricted travel of the yaw control due to the possibility of the incorrect part being fitted to the aircraft, which could lead to loss of aircraft control, inspect the aircraft log book to determine whether the yaw control load compensator lever has been replaced.
- a) If the load compensator lever has never been replaced, or if the load compensator lever was replaced with P/N 355A27-0072-00, no further action is required.
 - b) If the P/N is 355A27-0082-00, contact the manufacturer for further instruction.
 - c) If it cannot be determined whether the load compensator lever has been replaced, or if the load compensator lever P/N cannot be determined, inspect the aircraft to determine the P/N of load compensator lever, within the next 10 hours TIS, per the instructions in paragraph 2.B. of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 67.00.39.
- (EASA AD 2006-0363-E refers)
- Note:** Yaw control load compensator levers P/N 355A27-0082-00 may not be fitted to AS 350 B1 or AS 350 B2 aircraft.
- Compliance:** Before further flight.
- Effective Date:** 7 December 2006

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

- Applicability:** Model AS 350 aircraft, all S/N
- Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:
- P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.
- P/N SC8043, S/N 865, 866, 867 or 881.
- Requirement:** To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 67.00.40.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.
- Note:** Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.
- (EASA AD 2007-0099 refers)
- Compliance:**
1. By 31 July 2007.
 2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.
- Effective Date:** 31 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance:

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0139-E refers)

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

Effective Date: 18 May 2007

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

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

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

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

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

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

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

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

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 01.00.58.

(EASA AD 2007-0141-E refers)

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

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

Effective Date: 24 May 2007

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0236 refers)

- Compliance:**
1. At 100 hours TTIS or within 20 hours TIS whichever is the later, unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.
 2. By 31 December 2007.
 3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS350/107 Collective Lever Recess - Modification

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

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

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

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

(EASA AD 2007-0289 refers)

- Compliance:**
1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.
 2. From 29 November 2007.

Effective Date: 29 November 2007

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

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

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

Effective Date: 23 February 2009

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

- Applicability:** Model AS350 BA aircraft, all S/N fitted with emergency flotation gear including LH container assembly P/N 158170 or 158210-1 and RH container assembly P/N 158171 or 158215-1 for which a non-recurring service life extension has not been granted by Aerazur.
- Requirement:** To prevent an emergency flotation gear container from remaining in service beyond the safe operating service life limit, accomplish the following:
1. Replace container assemblies per Eurocopter ASB No. 25.01.02 revision 0 dated 24 September 2008 or later approved revisions.
 2. A container assembly manufactured 10 years or more ago shall not be fitted to any aircraft unless the emergency flotation gear is returned to the equipment manufacturer for examination and the issue of a non-recurring service life extension.
 3. A container assembly shall not be fitted to any aircraft or remain in service if the non-recurring service life extension granted by the equipment manufacturer has expired.
- Note:** A non-recurring service life extension can be obtained from Aerazur by returning the emergency flotation gear to them for inspection.
 (EASA AD 2008-0189 refers)
- Compliance:**
1. For container assemblies that were manufactured 12 or more years ago:
 By 30 November 2008, and
For container assemblies that were manufactured between 10 and 12 years:
 By 30 December 2008 or 145 months (12 years and 1 month) since the container date of manufacture, whichever occurs sooner, and
For container assemblies that were manufactured between 9 and 10 years:
 By 122 months (10 years and 2 months) since the container date of manufacture, and

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

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

Thereafter at intervals not to exceed 10 years.

2. From 30 October 2008

3. From 30 October 2008

Effective Date: 30 October 2008

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

Effective Date: 26 February 2009

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

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

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

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

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

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

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

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

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

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

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

2. For aircraft fitted with non-compliant emergency flotation gear, return the gear to an acceptable configuration by either replacing the non compliant removable part with

another part which conforms with the fixed part, or by replace the non-compliant fixed part with another part which conforms with the removable part per ASB No. 01.00.59.

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

Compliance:

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

Effective Date: 12 December 2008

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

Effective Date: 4 March 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

4. For all AS 350 B3 helicopters:

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

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

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

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

(EASA AD 2009-0030 refers)

- Compliance:**
1. By 15 April 2009.
 2. Within the next 15 hours TIS unless already accomplished.
 3. For aircraft with more than 100 hours TIS since the last inspection:
Within the next 15 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
For aircraft with less than 100 hours TIS since the last inspection:
Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.
 4. By 15 April 2009 unless previously accomplished.
 5. From 23 February 2009.

Effective Date: 23 February 2009

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

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

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

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

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

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

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

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

1. For aircraft embodied with modification 073237:

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

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

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

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

2. For aircraft not embodied with modification 073237:

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

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

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

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

(EASA AD 2009-0019 refers)

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

Compliance:

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

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

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

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

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

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

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter AS350 ASB No. 80.00.07 revision 1 dated 06 February 2009 or later approved revisions.
2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per AS350 ASB No. 80.00.07.

(EASA AD 2009-0027 refers)

Compliance:

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

Effective Date: 4 March 2009

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

Effective Date: 25 March 2013

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

Effective Date: 31 October 2013

DCA/AS350/119 Cancelled – DCA/AS350/120 refers**Effective Date:** 9 March 2011**DCA/AS350/120 Tail Gearbox Control Lever – Inspection, Rework and Replacement**

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

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

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

1. Visual Inspection:

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

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

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

2. No cracks found:

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

3. New Inspection Requirement:

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

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

4. Rework Requirement:

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

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

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

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

(Corrected EASA AD 2011-0038-E refers)

- Compliance:**
1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.
 2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119).
 3. Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.
 4. From 30 April 2010 (the effective date of DCA/AS350/119).

Effective Date: 9 March 2011

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

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

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

1. Install protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 on hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 as applicable, per the instructions in paragraph 2.B.2 of Alert Service Bulletin (ASB) No. 29.00.13 revision 0, dated 26 July 2010 or later EASA approved revisions.
2. Hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 may not be fitted to any helicopter without protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 as applicable, per the instructions in paragraph 2.B.2 of ASB No. 29.00.13.

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

Compliance:

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

Effective Date: 31 March 2011

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

Effective Date: 4 March 2022

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

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

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

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

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

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

(EASA AD 2011-0104 refers)

- Compliance:**
1. TGB casings with less than 550 hours TSN:
By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.
TGB casings with more than 550 hours TSN:
Within the next 100 hours TIS or by 30 July 2012, whichever occurs sooner.
 2. From 30 June 2011.

Effective Date: 30 June 2011

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

Effective Date: 28 February 2017

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

Effective Date: 11 December 2013

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

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

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

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

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

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

Effective Date: 1 March 2012

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

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

2012-0205 Sliding Door Lower Ball-joint – Modification

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

Effective Date: 15 October 2012

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

Effective Date: 19 October 2012

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

Effective Date: 1 March 2013

2012-0252 Cancelled – EASA AD 2017-0035 refers

Effective Date: 6 March 2017

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

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

2013-0029 Tail Rotor Laminated Half Bearings – Inspection

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

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

Effective Date: 1 March 2013

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

Effective Date: 4 December 2013

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

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

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

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

Effective Date: 18 April 2013

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0191-E Canceled – EASA AD 2017-0052 refers**Effective Date:** 7 April 2017**2010-0006 Canceled by EASA on 3 September 2021****Effective Date:** 3 September 2021**2013-0281R1 Position Strobe Light – Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers (s/n), and AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n, if modified in production with (optional) modification OP0811 and equipped with a Grimes-Honeywell power supply unit, Part Number (P/N) 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.**Effective Date:** 2013-0281 - 11 December 2013
2013-0281R1 - 13 February 2015**2013-0284R1 Canceled – EASA AD 2014-0233 refers****Effective Date:** 31 October 2014**2013-0287 Canceled – EASA AD 2021-0195 Refers****Effective Date:** 3 September 2021**2014-0076R3 Canceled – EASA AD 2022-0051 refers****Effective Date:** 5 April 2022**2014-0132R1 Rotating Star Swashplate – Inspection****Applicability:** AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, and EC130 B4 and T2 helicopters, all serial numbers, if equipped with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.**Effective Date:** 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014**2014-0233 Hydraulic Pump Bearing - Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers,
Fitted with single hydraulic system (PRE MOD OP3346 or OP3082) and incorporating Airbus Helicopters, modification 079566 (hydraulic pump drive assembly part number (P/N) 350A35-0132-00 equipped with bearing P/N 704A33651243), or
Modified in service by Airbus Helicopter Alert Service Bulletin (ASB) No. 05.00.72 Rev.04 when the pump drive assembly is equipped with bearing P/N 704A33651243,
Except helicopters which embody modification 079568 (hydraulic pump drive assembly P/N 350A35-0132-01 fitted with bearing P/N 704A33651269).**Effective Date:** 31 October 2014**Transport Canada AD CF-2015-10 STC SR00825NY-D - Hydraulic Test Switch Replacement****Applicability:** Airbus Helicopters (formerly Eurocopter) AS 350 Series Helicopters equipped with Console Upgrade Kits VIA-350-24-001 or -002 in accordance with Supplemental Type Certificate (STC) SR00825NY-D.**Effective Date:** 20 May 2015**2015-0094 Canceled by EASA on 3 September 2021****Effective Date:** 3 September 2021

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

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

Effective Date: 18 June 2015

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2015-0178 Normal Procedures – AFM Amendment

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

Effective Date: 31 August 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

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

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

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

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

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

1. Determine the longitudinal moment arm of the forward two-place seat using the center of the seat pan cushion as a measurement reference point.
Complete and issue a new form CAA 2173 Weight and Balance Data.
The weight of the seat components must be included in the CG calculations. If a seat adaptor plate is fitted the moment (position and weight) of the plate must also be considered for the CG calculation.
The lateral CG arm of the helicopter must not be assumed to be zero. The lateral CG must be recorded and be within the limits specified in the AFM.
Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.
2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

3.

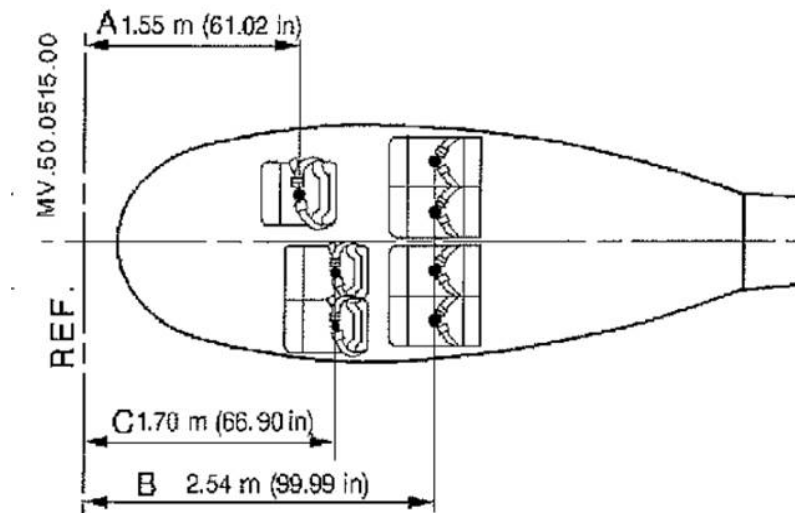


Figure: Airbus Helicopters recommended CG position of forward two-place seat

Compliance:

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

Effective Date:

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

CAA Approved
AS350 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

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

Applicability:

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

Requirements:

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

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

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

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

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

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

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

Page 1 of 1

2016-0020 Main Gearbox Casings – Inspection

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

Effective Date: 5 February 2016

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0220 Dual Hydraulic System – Inspection

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

Effective Date: 18 November 2016

2016-0260 Main Rotor NR Indicator – Inspection

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

Effective Date: 3 January 2017

2017-0020R1 Tail Rotor Pitch Rod – Inspection

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

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

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

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

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

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

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

AS 350 B2 helicopters, all S/N

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

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

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

Effective Date: 19 January 2018

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

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

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

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

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

Effective Date: 4 October 2018

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

Effective Date: 26 September 2019

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

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

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

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

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

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

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

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

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

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

- Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N fitted with a Starflex star P/N 350A31.1916.00 mounted on a main rotor hub not embodied with Mod 076221.
- Note 1:** DGAC AD 2001-557-086R3 supersedes DCA/AS350/61A, which mandated DGAC AD 2001-557-086R2.
- Note 2:** The inspection per mandatory action 3.1 in DGAC AD 2001-557-086R3, which is required after every flight when the rotors are stopped, may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
- Effective Date:** 27 June 2019

2019-0184 Main Rotor Servo Actuators – Inspection

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

Effective Date: 29 August 2019

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

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

Effective Date: 26 September 2019

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

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

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

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

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

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

Note: The initial inspection of the spherical bearing elastomer per the AD requirements must be accomplished by an aircraft maintenance engineer. The repetitive inspection per mandatory action (1) in EASA AD 2019-0280, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. If any defects are found, then an aircraft maintenance engineer must inspect the spherical bearing elastomer and accomplish the corrective actions per EASA AD 2019-0280, before further flight.

Effective Date: 3 December 2019

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

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

Effective Date: 28 February 2020

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

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

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

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

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

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

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

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

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

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

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

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

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

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

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

Note 2: The visual inspection before every flight per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

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

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

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

Effective Date: 2 February 2021

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

2023-0044 Main Gearbox Planet Gear - Inspection

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

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

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

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

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

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

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

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

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

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

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

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

2024-0018 Indicating / Recording Systems Control Unit – Inspection**Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0133R1 Airworthiness Limitations Section - Amendment****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1 and AS 350 D helicopters, all S/N.**Effective Date:** EASA AD 2024-0133 - 25 July 2024
EASA AD 2024-0133R1 - 31 July 2025**2024-0139 Vertical Fin - Inspection****Applicability:** AS 350 B3 helicopters, all S/N except those helicopters embodied with modification (MOD) 073148 in production.**Note:** The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2024-0139 may be accomplished by adding the inspection requirement to the helicopter tech log.

The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: 26 July 2024**2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection****Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).**Effective Date:** 6 February 2025**2025-0036 Cargo Hook Assembly – Inspection****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.**Effective Date:** 27 February 2025*** 2025-0137 (Correction) Airworthiness Limitations Section - Amendment****Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N.**Effective Date:** EASA AD 2025-0137 - 31 July 2025
EASA AD 2025-0137 (Correction) - 27 November 2025**2025-0159 Sliding Door Placards - Installation****Applicability:** AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, helicopters, all S/N embodied with modification 0720257.**Effective Date:** 7 August 2025*** 2025-0249-E Tail Rotor Drive Centre Shaft Assembly – Replacement****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 11 November 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

27 November 2025

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters EC 130 B4 and EC 130 T2 manufactured under EASA Type Certificate No. R.008.
 2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

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

The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/EC130/1 Hydraulic Fluid - Replacement

Applicability: Model EC 130B4 pre mod 073718

Requirement: The use of hydraulic fluid MIL-H-5606 (NATO code H-515) is prohibited for servo-controls on these aircraft.

1. To prevent replenishment with this fluid, modify the labels on the hydraulic reservoirs per para 2.B.1 of Eurocopter Alert Telex 29A001.

2. If MIL-H-5606 hydraulic fluid has been used on the aircraft, drain, and flush the hydraulic system before replenishing them with MIL-H-83282 hydraulic fluid per the instructions in para 2.B.2 of Telex 29A001.

(DGAC AD 2001-501-001(A) R1 refers)

Compliance: 1. Before next flight.
2. Within 50 hours TIS.

Effective Date: 28 November 2002

DCA/EC130/2 Starflex Bush - Inspection

Applicability: EC 130B4 equipped with 'Starflex' P/N 350A31.1916.00 prior to incorporation of mod 076221.

Requirement: 1. To detect bonding failure of the metal bush installed in each 'Starflex' arm end, inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush per para 2 of EC 130 Alert Telex 05A001 R2. If a gap is found, replace the starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) per para 2 of EC130 ASB 62A001.

(DGAC AD 2001-559-002(A)R3 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.
2. By 28 November 2002

Effective Date: 28 November 2002

DCA/EC130/3 HSI – Inspection

Applicability: EC130B4 equipped with HSI KI 525A

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

Check the P/N of the HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions of para 2.A.1 or 2.A.2 of EC130 Alert Telex 34A002 as appropriate to the aircraft installation.

(DGAC AD 2002-279-003(A) refers)

Compliance: Before further flight.

Effective Date: 28 November 2002

DCA/EC130/4 Hawker Pacific TRW-SAMM Main Servocontrols - Removal

Applicability: Model EC130 B4 equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per EC 130 Alert Telex 67A001.

(DGAC AD 2002-316-004(A) refers)

Compliance: For servo controls with less than 1000 hours TTIS, replace within next 550 hours TIS or by 27 June 2003, whichever occurs first.
For servo controls with between 1000 and 1300 hours TTIS, replace before 1550 hours TTIS or by 28 March 2003, whichever occurs first.
For servo controls with 1300 or more hours TTIS, replace within next 250 hours TIS or by 28 December 2002, whichever occurs first.

Effective Date: 28 November 2002

DCA/EC130/5A Collective Friction – Modification and Inspection

Applicability: Model EC 130 B4 aircraft not embodied with modification 07-3791.

Note: No action required if already in compliance with DCA/EC130/5. The applicability of this AD revised to exclude those aircraft embodied with modification 07-3791.

Requirement: To prevent possible binding of the collective in the full up position and possible loss of aircraft control accomplish the following:

1. Secure each pad and spherical bearing element to the lever using adhesive per paragraph 2.B.1 of Eurocopter EC 130 ASB No. 67A003 dated 25 November 2004.
2. Subsequent to the modification in requirement 1, reinspect per paragraph 2.B.2 of ASB No. 67A003 to check the bonding quality.

(DGAC AD 2002-607R1 refers)

Compliance: 1. Within 100 hours TIS or by 27 February 2009 whichever occurs first, unless previously accomplished.
2. Reinspect within 100 hours TIS or 13 months following compliance with requirement 1 whichever occurs first, unless previously accomplished.

Effective Date: DCA/EC130/5 - 19 December 2002
DCA/EC130/5A - 27 November 2008

DCA/EC130/6 Air Intake Cowling Attachment Fittings - Inspection

Applicability: Model EC 130B4 equipped with air intake cowling attachment fittings 350A25-0405-00, -01, -02, -03, -04, -05.

Requirement: To prevent loss of air intake cowling in flight, accomplish the following:-

Visually check the condition of the two forward fittings per Eurocopter ASB EC 130 53A004. If one or two forward fittings are failed or cracked, check the condition of the centre and aft fittings. If any fittings are failed, replace them before further flight.

If one or more, (forward, centre or aft) fittings are cracked:

Before further flight, replace each cracked fitting if it has more than 2 cracks or a single crack that is longer than 10 mm.

A cracked fitting which has 1 or 2 cracks or a single crack equal to or less than 10 mm in length, may remain in service after stopping the crack(s). Repetitive inspections are required at intervals not to exceed 20 hours TIS.

(DGAC AD U2003-358(A) refers)

Compliance: At 100 hours TTIS or within next 10 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 20 September 2003

DCA/EC130/7A Flight Control Stops – Inspection and Modification

Applicability: Model EC130 B4 aircraft which are not fitted with MOD 073206 or MOD 073102.

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

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC130 ASB 67A004 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A004.

(DGAC AD F-2003-322R1 refers)

Compliance:

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

Effective Date: DCA/EC130/7 - 18 December 2003
DCA/EC130/7A - 28 July 2005

DCA/EC130/8A Fuel Transfer Line – Inspection and Rework

Applicability: Model EC130 B4 fitted with an engine flush system.

Note 1: The applicability of this AD revised to only include those aircraft fitted with the optional engine flush system.

Requirement: To prevent chafing damage between the fuel transfer line and the air bleed valve exhaust duct, inspect the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area per the instructions in paragraph 2.B.1 of Eurocopter EC 130 ASB No. 71A001.

If any wear marks are found accomplish the following:

If the wear marks are less than or equal to 0.05 mm, accomplish the maintenance procedure defined in the Engine Maintenance Manual.

If the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 hours TIS or within one month whichever occurs sooner.

If the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line before further flight.

If insufficient clearance is found between the fuel transfer line and the air bleed valve exhaust duct, reposition the air exhaust duct per paragraph 2.B.2 of ASB No. 71A001 before further flight.

If the exhaust duct is found perforated, replace the duct before performing an engine flush.

Note 2: Position the air exhaust duct per paragraph 2.B.2 of of ASB No. 71A001 whenever a air bleed valve exhaust duct is fitted, or whenever work is carried out on a duct.
(DGAC AD F-2003-209 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter whenever work is performed on the air bleed valve exhaust duct.

Effective Date: DCA/EC130/8 - 18 December 2003
DCA/EC130/8A - 27 August 2009

DCA/EC130/9 Fuel Bleed Lever - Modification

Applicability: EC 130 B4 helicopters pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever in compliance with Eurocopter EC 130 Alert Service Bulletin No. 28A001.

(DGAC AD F-2004-034 refers)

Compliance: Within 100 hours TIS

Effective Date: 25 March 2004

DCA/EC130/10C Cabin Vibration Damper Assemblies – Inspection and Modification

Applicability: All model EC 130 B4 aircraft fitted with all P/N cabin vibration damper blades with MOD 073565 not embodied.

Requirement: To prevent failure of the blades of the cabin vibration damper assemblies, which could lead to the jamming of the flight controls bellcrank, accomplish the following:

1. Inspect the visible areas of the blades of each of the cabin vibration damper assemblies which are installed on both the RH and LH sides of the aircraft for cracks, per Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A002.

Replace cracked blades per EC 130 ASB No. 05A002, before further flight.

Note 1: After blade replacement, continue inspecting the blades for cracks, per EC 130 ASB 05A002 at every daily post flight inspection, until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

2. For aircraft with MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007) not embodied:

Install a vibration damper/casing assembly on the RH and LH side of the helicopter, per the instructions in paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 53A008.

3. For aircraft with MOD 073521 (SB No. 53-006) embodied or with MOD 073525 (SB No. 53-007) embodied:

Install a vibration damper/casing assembly on the RH and LH side of the aircraft, per the instructions in paragraphs 2.B.1, 2.B.3. and 2.B.5. of ASB No. 53A008.

(EASA AD 2006-0278 refers)

Compliance: 1. At every daily post flight inspection.

Note 2: Compliance with requirement 1 of this AD maybe accomplished by adding the daily post flight inspection to the tech log.

2. & 3. By 31 March 2007.

Effective Date: DCA/EC130/10A - 28 July 2005
DCA/EC130/10B - 29 September 2005
DCA/EC130/10C - 28 September 2006

DCA/EC130/11A Engine Twist Grip Control – Inspection and Modification

- Applicability:** All model EC 130B4 aircraft fitted with twist grips with MOD 073773 not embodied.
- Requirement:** To prevent the twist grip assembly jamming in the idle position, accomplish the following:
1. Inspect and functionally check the twist grip assembly, per the instructions in paragraph 2.B.2. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A003.
 2. Modify the twist grip assemblies per paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A009.
- (EASA 2006-0272 refers)
- Note 1:** Every time work is carried out in the area of the twist grip assembly, which may lead to ingress of foreign objects (e.g. chips), accomplish the instructions per paragraph 2.B.2. of ASB No. 05A003.
- Note 2:** Accomplishment of requirement 2 is a terminating action to the requirements of this AD.
- Note 3:** Before installing twist grip assemblies held as spares, accomplish the instructions in paragraph 2.B.6. of ASB No. 67A009.
- Compliance:**
1. Within the next 30 hours TIS, unless already accomplished within the last 100 hours TIS, and thereafter at intervals not exceeding 100 hours TIS.
 2. By 31 December 2006.
- Effective Date:** DCA/EC130/11 - 29 September 2005
DCA/EC130/11A - 28 September 2006

DCA/EC130/12 Lateral Cargo Hold Doors – Operation

- Applicability:** Model EC 130 B4 helicopters fitted with one or two lateral cargo hold doors and not modified per MOD 073542.
- Requirement:** To prevent the loss of the cargo hold doors in flight, due to aerodynamic loads and the center lock of the cargo hold doors being unlocked, key-lock the center lock of the right and left lateral cargo hold doors, per the instructions given in paragraph 1.E.2.a. of Eurocopter EC 130 Alert Service Bulletin No. 04A001.
- (DGAC AD F-2004-066 R1 refers)
- Note 1:** The embodiment of MOD 073542 (i.e. compliance with Eurocopter EC 130 SB No. 52-005) on both lateral cargo hold doors, is a terminating action to the requirements of this AD.
- Compliance:** Before every flight.
- Note 2:** Certify AD compliance at time of raising tech log or equivalent.
- Effective Date:** 1 December 2005

DCA/EC130/13 Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement

Applicability: All EC 130 B4 aircraft delivered before 01 January 2005.

Requirement: To detect loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, inspect the tube-to-flange attachment of the tail rotor drive center section shaft for cracks and loose rivets, per the instructions given in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) Bulletin No. 65A002.

Check the perpendicularity of the No. 1 bearing, per the instructions given in paragraph 2.B. of ASB 65A002.

If a crack or loose rivet is found, replace the tail rotor drive center section shaft, prior further flight.

If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure per paragraph 2.B.2. of ASB 65A002.
(DGAC AD F-2005-190 refers)

Compliance: Within 50 hours TIS or by 22 March 2006, whichever is the sooner.

Effective Date: 22 December 2005

DCA/EC130/14A Battery Overheat Sensing Circuit - Modification

Applicability: All model EC 130 B4 aircraft which do not have MOD 07 3572 embodied.

Requirement: To prevent fire in the event of thermal runaway of the battery, due to the battery overheat sensing function failing to operate, modify the wiring of the battery overheat sensing circuit, per paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 24A001.
(EASA 2006-0246 refers)

Note: This modification to the wiring of the battery overheat sensing circuit is to be embodied irrespective whether the battery is located in the RH side baggage hold or the tail boom.

Compliance: Within the next 100 hours TIS or by 31 October 2006, whichever is the sooner.

Effective Date: DCA/EC130/14 - 30 March 2006
DCA/EC130/14A - 28 September 2006

DCA/EC130/15 Cancelled – DCA/EC130/21 refers

Effective Date: 30 October 2008

DCA/EC130/16 Starter Generator – Load Limitation

Applicability: Model EC 130 B4 aircraft fitted with APC 200 A starter generators P/N 200SGL130Q and not embodied with MOD 073345.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the current draw for APC 200 A starter generators is limited to 180 Amp.

Install a label indicating this load limitation on the instrument panel below the VEMD, per the instructions in paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin No. 04A002.
(EASA AD 2006-0337 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

DCA/EC130/17A Emergency Flotation Gear Electrical Harnesses – Inspection & Modification

Applicability: Model EC 130 B4 aircraft, all S/Ns embodied with MOD 073774 and not embodied with MOD 073591 (drawing 350A085340).

Note 1: This AD revised to clarify the applicability with no change to the AD requirement. This AD is not applicable to aircraft embodied with MOD 073591 (drawing 350A085340). MOD 073774 introduces screws and nuts in lieu of blind nuts for the attachment of the lower fairings and drawing 350A085342 is a temporary solution to ensure there is no interference between the electrical harness and the ends of the attachment screws.

Requirement: To prevent the lower fairing structure attachment screws interfering with the electrical harnesses and possibly causing short circuits and resulting in the inflation of the emergency floatation gear, accomplish the following:

1. Aircraft not embodied with drawing 350A085342:

Inspect the condition of the electrical harnesses and their attachment, and accomplish the corrective actions, as required per the instructions in paragraphs 2.B.1 through to 2.B.3 (drawing 350A085342) and 2.B.5 of Eurocopter EC 130 B4 ASB No. 88A001 revision 1 dated 17 April 2007 or later approved revisions.

2. All affected aircraft:

Inspect the condition of the electrical harnesses and accomplish the corrective actions per paragraphs 2.B.1., 2.B.2.a., 2.B.4. (MOD 073591 and drawing 350A085340) and paragraph 2.B.5. of ASB No. 88A001.

(EASA AD 2006-0344R1 refers)

Note 2: Accomplishing requirement 2 is a terminating action to this AD.

Note 3: Eurocopter EC 130 B4 ASB No. 88A001 pertains to drawings 350A085340 and 350A085342.

Compliance:

1. Within the next 10 hours TIS unless previously accomplished.
2. Within the next 500 hours TIS or by 25 September 2009, whichever occurs sooner.

Effective Date: DCA/EC130/17 - 22 November 2006
DCA/EC130/17A - 25 June 2009

DCA/EC130/18 Main & Tail Rotor Servo Controls – Inspection and Rework

- Applicability:** Model EC 130 B4 aircraft, all S/N
Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:
P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.
P/N SC8043, S/N 865, 866, 867 or 881.
- Requirement:** To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A010.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.
- Note:** Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.
(EASA AD 2007-0099 refers)
- Compliance:**
1. By 31 July 2007.
 2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.
- Effective Date:** 31 May 2007

DCA/EC130/19A Cancelled – DCA/EC130/27 refers

Effective Date: 23 December 2010

DCA/EC130/20 Energy Absorbing Seats - Modification

- Applicability:** Model EC 130 B4 aircraft, all S/N not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.
- Requirement:** To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A025.
(EASA AD 2007-0311 refers)
- Compliance:** Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.
- Effective Date:** 31 January 2008

DCA/EC130/21 Twist Grip Assembly – Inspection and Replacement

Applicability: All model EC 130 B4 aircraft, all S/N fitted with a twist grip assembly on the pilot side with P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N all through 10 and 22 all through 66, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base.

Note 1: This AD supersedes DCA/EC130/15. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the “FLIGHT” position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Amend the limitations section of the AFM to include the following limitation:

With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 1 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

2. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Replace the drive tube and mark the collective lever per the instructions in paragraph 2.B. of Eurocopter EC 130 ASB No. 76A002 or later approved revisions, and remove the AFM amendment mandated by requirement 1.

3. A twist grip assembly P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever shall not be fitted to any aircraft unless the drive tube is replaced and the collective lever marked per the instructions in paragraphs 2.B.2 and 2.B.3 of ASB No. 76A002.

4. A twist grip assembly P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63 shall not be fitted on the pilot side of any aircraft, and a twist grip assembly P/N 350A27521201 with S/N all through 10 and 22 all through 66 shall not be fitted on the co-pilot side of any aircraft unless the bonding between the control pinion and the drive tube has been checked per paragraph 2.B.3. of Eurocopter EC 130 ASB No. 76A001 revision 1 or later approved revisions.

(EASA AD 2008-0184 refers)

Compliance:

1. By 30 November 2008.
2. Within 100 hours TIS or 30 July 2009 whichever occurs sooner.
3. From 30 October 2008.
4. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC130/22 Cancelled – DCA/EC130/23 refers

Effective Date: 4 March 2009

DCA/EC130/23 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model EC 130 B4 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a “004” mark on the data plate.

Note: This AD supersedes DCA/EC130/22 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

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

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter EC130 ASB No. 80A003 revision 1 dated 06 February 2009 or later approved revisions.
2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per EC130 ASB No. 80A003.

(EASA AD 2009-0027 refers)

Compliance:

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

Effective Date: 4 March 2009

DCA/EC130/24 Cancelled – DCA/EC130/29 refers

Effective Date: 27 October 2011

DCA/EC130/25 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/EC130/26 Emergency Flotation Gear Wiring – Inspection, Rework and Modification

Applicability: Model EC 130 B4 helicopters, all S/N delivered before 15 April 2010 and fitted with a flotation gear unit "1G", P/N 350A63256300.

Requirement: To prevent uncontrolled in-flight deployment of the emergency flotation gear which could result in an aircraft pitch down attitude, unexpected aircraft deceleration and reduced aircraft control, accomplish the following:

1. Visually inspect the flotation gear unit "1G" to determine whether the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix per the instructions in paragraph 2.B.3.a. of Eurocopter EC130 ASB No 25A037 dated 27 April 2010 or later EASA approved revisions.

If the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix determine whether a rubber extrusion is fitted on the stringer per the instructions in paragraph 2.B.3.a. of the ASB before further flight. If a rubber extrusion is not found fitted accomplish requirement 2 of this AD.

If the flotation gear unit P/N 350A63256300 does not have an asterisk (*) suffix accomplish requirement 3 of this AD before further flight.

2. For flotation gear units P/N 350A63256300 that have an asterisk (*) suffix and do not have a rubber extrusion fitted:

Install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

3. For flotation gear units P/N 350A63256300 that do not have an asterisk (*) suffix:

Inspect the internal condition of the flotation gear unit "1G" per the instructions in paragraph 2.B.3.b. of the ASB and accomplish corrective actions as required.

4. Install a manufacturer approved flotation gear unit "1G" per the instructions in paragraph 2.B.2.a of ASB No 25A037, install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

5. A flotation gear unit "1G", P/N 350A63256300 shall not be fitted to any aircraft unless it has been identified, modified and reconditioned per the requirements in this AD.

(EASA AD 2010-0088-E refers)

Compliance:

1. Within the next 15 hours TIS.
2. By 10 August 2010.
3. Before further flight after requirement 1 is accomplished, and thereafter analyse the results and perform the relevant corrective actions, either once or repetitively as required, per the criteria and the compliance times specified in the flow chart on page 4 of ASB No 25A037. Note: Page 4 of ASB No 25A037 provides the interpretation of results after compliance with the instructions given in paragraph 2.B.3.b. of ASB No 25A037.
4. By 10 January 2010 unless previously accomplished per requirement 3 of this AD.
5. From 10 May 2010.

Effective Date: 10 May 2010

DCA/EC130/27A Centre Windscreen – AFM Amendment and Replacement

Applicability: Model EC 130 B4 helicopters, all S/N not embodied with Eurocopter MOD 07 3590 approved 8 April 2009.

Affected centre windshield panels are P/N 350A259025.00, 350A259004.00 and 350A259041.20. These panels do not have MOD 07 3590 embodied.

Note 1: No AD action required for aircraft fitted with centre windshield panel P/N 350A259045.20 (MOD 07 3590). DCA/EC130/27A revised to introduce CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 which has been revised to introduce MOD 07 3590 as a terminating action for the limitations specified in the supplement. The supplement is applicable to aircraft not embodied with MOD 07 3590.

Requirement: To prevent failure of the centre windshield panel in flight, accomplish the following:

1. Amend the limitations section of the EC 130 B4 AFM (AIR 2782) and insert the CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 facing page 2-ii. Compliance with the limitations section is mandatory.
2. Replace the centre windshield panel with P/N 350A259045.20 per the instructions in paragraph 2.B.3 of the Eurocopter EC130 B4 ASB No. 05A005 revision 2, dated 22 November 2010 or later approved revisions, and remove the placard and the AFM amendment introduced by requirement 1 of this AD.

Note 2: The replacement of the centre windshield panel with P/N 350A259045.20 is a terminating action for the AFM limitations and repetitive inspections introduced by requirements 1 of this AD.

(EASA AD 2010-0258 refers)

Compliance:

1. Before further flight for aircraft not embodied with Eurocopter MOD 07 3590.
2. If centre windshield distortion is detected in flight, replace within the next 50 hours TIS, or within the next 15 days whichever occurs sooner.

Effective Date: DCA/EC130/27 - 23 December 2010
DCA/EC130/27A - 28 July 2011

DCA/EC130/28 Cancelled – EASA AD 2014-0114-E refers

Effective Date: 12 May 2014

DCA/EC130/29 Emergency Flotation Gear – Inspection and Modification

- Applicability:** Model EC 130 B4 aircraft, all S/N fitted with the following emergency flotation gear:
Left hand (LH) flotation gear P/N 217227-0 fitted with float P/N 217174-0, and
Right hand (RH) flotation gear P/N 217228-0 fitted with float P/N 217195-0.
- Note 1:** This AD supersedes DCA/EC130/24 to introduce a terminating action to the repetitive inspections mandated by this AD.
- Requirement:** To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:
1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC 130 ASB No. 05A008 dated 8 June 2009 or later approved revisions.
If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC 130 ASB No. 05A008 before further flight.
 2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC130 ASB 25A042 dated 11 July 2011 or later approved revisions.
 3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC130 ASB 25A042.
- Note 2:** The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.
(EASA AD 2011-0185 refers)
- Compliance:**
1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurs later since 24 September 2009 (the effective date of DCA/EC130/24), and thereafter at intervals not to exceed 300 hours TIS.
 2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.
 3. From 27 October 2011.
- Effective Date:** 27 October 2011

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

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

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

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

Effective Date: 7 April 2017

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with modification (mod) 073880 or mod 074609 (Reinforcement of the tail boom/Fenestron junction), or mod 074775 (Reinforcement of the Fenestron frame by installing 4 carbon patches), and those helicopters which have been repaired in accordance with Repair Design Approval Sheet No. 350 53 522 07, or 350 53 521 10, or 350 53 524 10, or 350 53 525 10, or 350 53 526 10, or 350 53 511 11, or 350 53 512 11, or 350 53 523 11, or 350 53 504 12, or AE11-0205, or AE11-0380.

Note: Tail boom assembly S/N TB 7377 is not affected by this AD.

Effective Date: EASA AD 2014-0114 - 12 May 2014
 EASA AD 2014-0114R1 - 1 June 2016
 EASA AD 2014-0114R2 - 31 May 2018

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: EC130 B4 and T2 helicopters, all S/N fitted with a swashplate assembly comprising a rotating star with P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07 or 350A371003-08.

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

2014-0145R1 Cancelled – EASA AD 2015-0033-E refers

Effective Date: 26 February 2015

2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection

Applicability: EC130 T2 helicopters, all S/N except those helicopters embodied with modification (MOD) 074547 in production.

Effective Date: 2014-0229 - 22 October 2014
 2014-0229R1 - 19 January 2016

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

2015-0033R1 Cancelled – EASA AD 2016-0240 refers

Effective Date: 9 December 2016

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2016-0023 Main Gearbox Casings – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with a main gearbox (MGB) main casing P/N 350A32-3156-21 (fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (fitted on assembly 350A32-3156-02), or fitted with a MGB bottom casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0240 Cancelled – EASA AD 2017-0066-E

Effective Date: 25 April 2017

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0062 Collective Pitch Control – Inspection

Applicability: EC 130 B4 and T2 helicopters, all S/N.

Effective Date: 25 April 2017

2017-0066-E Cancelled – EASA AD 2017-0080 refers

Effective Date: 19 May 2017

2017-0080 Cancelled – EASA AD 2018-0104 refers

Effective Date: 31 May 2018

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

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

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

2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus modification (mod) 074775, or mod 074581.

Note: Since EASA AD 2018-0104R1 was issued, EASA has determined that the compliance time to embody the modification on affected helicopters can be extended by an additional 12 months.

Effective Date: EASA AD 2018-0104 - 31 May 2018
EASA AD 2018-0104R1 - 23 December 2021
EASA AD 2018-0104R2 - 22 December 2022

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0182 Tail Rotor Blade - Reduced Life Limitation

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 11 September 2018

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

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 October 2018

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

Applicability: EC130B4 helicopters fitted with an Air Comm air conditioning system P/N EC130-202-1, EC130-202-2, EC130-202-3, EC130-202-4, EC130-202-5, EC130-202-6, EC130-202-7, or EC130-202-8.

Effective Date: 22 January 2019

2019-0001 Cancelled – EASA AD 2020-0069 refers

Effective Date: 7 April 2020

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 29 August 2019

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

Applicability: EC 130 T2 helicopters, all S/N having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 April 2020

2020-0069 Sliding Door Opening Mechanism – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 7 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with EC modification (MOD) 07 3796 or MOD 07 2921 in production.

Effective Date: 13 May 2020

2020-0187 Tail Rotor Blades – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 September 2020

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

Applicability: EC 130 T2 helicopters, all S/N fitted with an ARRIEL 2D engine.

Effective Date: 3 September 2021

2021-0216 Engine to MGB Coupling Shaft – Inspection

Applicability: EC 130 T2 helicopters, all S/N.

Effective Date: 7 October 2021

2021-0235-E Cancelled – EASA AD 2021-0283-E refers

Effective Date: 21 December 2021

2021-0283R1 Cancelled – EASA AD 2023-0028 refers

Effective Date: 15 February 2023

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N.

Effective Date: 6 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0150R1 Tail Rotor Blades - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2022-0150 – 4 August 2022
EASA AD 2022-0150R1 – 25 July 2024**2022-0251-E Cancelled - EASA AD 2023-0190-E refers****Effective Date:** 6 November 2023**2023-0028 Cancelled - EASA AD 2023-0214 refers****Effective Date:** 21 December 2023**2023-0044 Main Gearbox Planet Gear - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 30 March 2023**2023-0064 Main Rotor Pitch Rod Upper Links - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Note:** The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: 3 April 2023**2023-0107 (Correction) Cargo Swing Frame - Inspection****Applicability:** EC 130 B4 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.**Effective Date:** 29 June 2023**2023-0127 Main Gearbox Engine Coupling - Inspection****Applicability:** EC 130 T2 and EC 130 B4 helicopters, all S/N with a date of manufacture before 13 February 2023 as defined in EASA AD 2023-0127.**Effective Date:** 11 July 2023**2023-0133 Cancelled – EASA AD 2023-0187 refers****Effective Date:** 30 November 2023**2023-0166 Emergency Floatation System Supply Hose - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 8 September 2023**2023-0190R1 Cancelled - EASA AD 2024-0144 refers****Effective Date:** 2 August 2024

2023-0187R1 Microswitches - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025**2023-0214 Rear Transmission Bearing Support - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters modification 074581 at production.**Note 1:** The requirements in paragraph 3.B.2.c and 3.B.2.d of Airbus Helicopters (AH) Emergency ASB EC130-05A039 revision 3, dated 30 January 2023, or later approved revision, may not be accomplished by a pilot.**Note 2:** The initial inspections of the rear transmission bearing support in accordance with requirements (1) and (2) of EASA AD 2023-0214 must be accomplished by an aircraft maintenance engineer.

The repetitive inspections every 10 hours in accordance with requirements (1) and (2) of EASA AD 2023-0214 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the repetitive inspections, then an aircraft maintenance engineer must inspect the rear transmission bearing support and accomplish the corrective actions in accordance with EASA AD 2023-0214 before further flight.

Effective Date: 21 December 2023**2024-0018 Indicating / Recording Systems Control Unit – Inspection****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0113 Tail Rotor Hub Tension-Torsion Bars – Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 27 June 2024**2024-0133 Airworthiness Limitations Section - Amendment****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0144 Tail Rotor Drive Shaft - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters Modification 079809 in production.**Effective Date:** 2 August 2024**2024-0232 Door Star Support - Modification****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 19 December 2024

2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).

Effective Date: 6 February 2025

2025-0062 Main Rotor Blades – Replacement

Applicability: EC 130 T2 helicopters, all S/N delivered before 23 September 2024 (i.e the date of the EASA Form 52, or equivalent statement of conformity).

Effective Date: 3 April 2025

*** 2025-0137 (Correction) Airworthiness Limitations Section - Amendment**

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: EASA AD 2025-0137 - 31 July 2025
EASA AD 2025-0137 (Correction) - 27 November 2025

2025-0159 Sliding Door Placards - Installation

Applicability: EC 130 B4 helicopters, all S/N embodied with modification 0720257.

Effective Date: 7 August 2025

* 2025-0249-E Cancelled – EASA AD 2025-0262-E refers

Effective Date: 27 November 2025

*** 2025-0262-E Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit**

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 27 November 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland EC 135 Series

27 November 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 Cancelled – EASA AD 2025-0260 refers**

Effective Date: 2 December 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

*** 2025-0260 Yaw Control System Ball Bearing – Inspection**

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

Effective Date: 2 December 2025

Airworthiness Directive Schedule

Helicopters

Bell 407 Series

27 November 2025

- Notes:**
1. This AD schedule is applicable to Bell 407 and 407GX series helicopters manufactured by Bell Helicopter Textron (BHT) under Transport Canada Type Certificate No. H-92.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.
State of Design ADs can be obtained directly from the TC website at:
[Airworthiness Directives - Advanced Search](#)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/BELL407/1 Airworthiness Directive Compliance at Initial C of A Issue

Applicability: Model 407 helicopters

Requirement: Comply with Canadian airworthiness directive CF-96-19R4.

Compliance: Before issue of New Zealand Airworthiness Certificate.
(Transport Canada CF-96-19R4 refers)

Effective Date: 4 July 1997

DCA/BELL407/2 Tail Rotor Drive - Shimming

Applicability: Model 407 S/N 53000, 53002 through 53065, 53067, and 53069 through 53075.

Requirement: To prevent failure of the tail rotor drive shaft, perform shimming procedure per BHTC ASB 407-97-7.
(Transport Canada AD CF-97-08 refers)

Compliance: By 1 September 1997

Effective Date: 4 July 1997

DCA/BELL407/3 Cancelled - Purpose Fulfilled**DCA/BELL407/4 Minimum Fuel Flow Overspeed Valve - Flight Manual Amendment**

Applicability: Model 407 S/N 53001 through 53166

Requirement: Allison Commercial Engine Bulletin CEB A-73-6015 introduces a modified hydro-mechanical unit and a new electronic control unit. These modifications require a change to the approved Rotorcraft Flight Manual instructions. Accomplish the following measures at the time of embodiment of CEB A-73-6015:-

Incorporate Revision No. 5, dated 24 June 1997, into the approved Rotorcraft Flight Manual BHT-407-FM-1; and remove Temporary Revision FOR FADEC FAULT ANNUNCIATION INTERPRETATION, revised 3 December 1996, and Temporary Revision FOR NP OVERSPEED TRIP INCREASE, dated 3 December 1996.

Ensure that all pilots are aware of the contents of the above revision and of the Manufacturer's Data BHT-407-MD-1 Revision 2, dated 24 June 1997.
(Transport Canada AD CF-97-15 refers)

Compliance: At the time of embodiment of Allison Commercial Engine Bulletin CEB A-73-6015.

Effective Date: 24 October 1997

DCA/BELL407/5 Cancelled - Purpose Fulfilled**DCA/BELL407/6 Cargo Hook System - Modification**

Applicability: Model 407 S/N 53000 through 53152, and 53154 through 53165.

Requirement: To ensure correct functioning of the cargo hook system, modify per Bell Alert SB 407-98-16.
(Transport Canada AD CF-98-06 refers)

Compliance: For helicopters with the cargo hook installed, by 5 July 1998.
For helicopters with cargo hook provisions only, by 30 September 1998.

Effective Date: 5 June 1998

DCA/BELL407/7A Tail Rotor Gearbox Attachment – Re-installation

Applicability: Model 407 aircraft, all S/N.

Note: This AD revised to mandate a tail rotor gearbox re-installation.

Requirement: To prevent tail rotor vibration loosening the tail rotor assembly, remove the tail rotor gearbox from the aircraft and accomplish a gearbox re-installation per the instructions in part I of Bell Helicopter Textron Canada Alert Service Bulletin (ASB) 407-97-14 revision C.
(Transport Canada AD CF-1998-09R1 refers)

Compliance: Within the next 300 hours TIS or by 27 July 2008, whichever occurs sooner, unless already accomplished.

Effective Date: DCA/BELL407/7 - 5 June 1998
DCA/BELL407/7A - 27 September 2007

DCA/BELL407/8A Vertical Fin Assembly - Inspection

Applicability: Model 407 S/N 53000 through 53273 inclusive with vertical fin assembly S/N BP2266 and prior, except BP2260, BP2262 and BP2265.

Requirement: To ensure the structural integrity of the vertical fin assembly, accomplish the following:-

Remove the fin assembly P/N 206-020-113-221 or -229, as applicable, from the tail boom and perform a one-time visual inspection of the fin per Part I of Bell Alert SB 407-98-17 Rev A.

(a) If no damage is found as a result of the inspection above, reinstall the fin assembly to its original configuration.

(b) If any damage is found, accomplish the corrective action per Part II of SB 407-98-17 Rev A.

(c) Upon completion of Part II of the SB, install a nameplate indicating P/N 206-070-113-223FM together with the applicable S/N, per Part III of SB 407-98-17 Rev A.

For those aircraft that have already complied with paragraph (b) per the original directive (DCA/BELL407/8), install the nameplate per paragraph (c) at the next 300-hour inspection.

(Transport Canada AD CF-98-10R1 refers)

Compliance: Within next 100 hours TIS.

Effective Date: DCA/BELL407/8 - 31 July 1998
DCA/BELL407/8A - 20 November 1998

DCA/BELL407/9 Warning Horns - Replacement

- Applicability:** Model 407 helicopters, serial numbers 53000 through 53194 inclusive.
- Requirement:** To facilitate appropriate flight crew reactions to flight situations by providing more distinct and conspicuous warnings, accomplish the following:-

Replace existing FADEC FAIL, ENGINE OUT and LOW ROTOR RPM horns with new ones, P/N VSB628CP, SC628NP and SC628N, respectively, or later P/N, per Bell Alert SB 407-97-12.
(Transport Canada AD CF-98-13 refers)
- Compliance:** By 15 December 1998
- Effective Date:** 31 July 1998

DCA/BELL407/10A Engine-to-Transmission Driveshaft - Replacement

- Applicability:** Model 407 S/N 53000, and 53002 through 53066.
- Requirement:** To ensure the continuing airworthiness of the aircraft, replace the engine-to-transmission driveshaft P/N 206-340-300-103 with driveshaft P/N 206-340-300-105 per Bell Alert SB 407-98-19.

Superseded driveshafts P/N 206-340-3000-103 shall be either rendered unusable or identified as un-airworthy and kept segregated from airworthy parts.
(Transport Canada AD CF-98-25R1 refers)
- Compliance:** Within next 50 hours TIS or by 30 September 1998, whichever is the sooner.
- Effective Date:** DCA/BELL407/10 - 3 September 1998
DCA/BELL407/10A - 20 November 1998

DCA/BELL407/11 Door Latch Assemblies - Modification

- Applicability:** Model 407 S/N 53000 through 53228.
- Requirement:** To ensure proper functioning of each door, modify door assemblies P/N 20898-401, -402, -405 and -406, per Bell Alert SB 407-98-18.
(Transport Canada AD CF-98-19 refers)
- Compliance:** Within the next 100 hours TIS or by 31 October 1998, whichever is the sooner.
- Effective Date:** 25 September 1998

DCA/BELL407/12G Pedal Stop Modification and Removal of Operating Limitations

Applicability: Model 407 S/N 53000 through 53399, except 53397.

Requirement: To reinstate the original type certified VNE of 140 KIAS, accomplish the following:-
Install an airspeed-actuated pedal stop per BHT ASB 407-99-33 dated 17 December 1999.

Replace the VNE placards per ASB 407-99-33. The maximum VNE is 140 KIAS except in autorotation where it remains 100 KIAS maximum or where the basic flight manual or optional installation limitations indicate less than these values.

Remove the temporary instrument markings and install the new airspeed limitation decals per Part II of ASB 407-99-33.

Remove Temporary Revision titled "VNE Increase to 130 KIAS" dated 3 June 1999 from the applicable Rotorcraft Flight Manual:

- (a) BHT-407-FM-1,
- (b) BHT-407-FMS-25, Quiet Cruise Mode,
- (c) BHT-407-FMS-28, Increased Internal Gross Weight, and insert Temporary Revision titled "VNE Increase to 140 KIAS" dated 17 December 1999.

Remove Temporary Revision titled "Hover Performance Correction for Temporary Tail Rotor Pedal Stop" dated 10 March 1999 from the applicable Rotorcraft Flight Manual:

- (a) BHT-407-FM-1,
- (b) BHT-407-FMS-3, Particle Separator,
- (c) BHT-407-FMS-4, Snow Deflector,
- (d) BHT-407-FMS-28, Increased Internal Gross Weight.

Remove all earlier editions of this directive from the Rotorcraft Flight Manual (BHT-407-FM-1) and brief the pilots of the content of this directive.

The accomplishment of the above provides terminating action for the requirements of all previous issues of this directive.
(Transport Canada AD CF-1998-36R7 refers)

Compliance: By 31 January 2001

Effective Date: DCA/BELL407/12F – 27 August 1999
DCA/BELL407/12G - 30 March 2000

DCA/BELL407/13 Hydraulic Relief Valve - Replacement

Applicability: Model 407 S/N 53000 through 53266.

Requirement: To ensure proper functioning of the flight controls, replace the hydraulic relief valve P/N 206-076-036-101 with P/N 206-076-036-105, per Bell Alert SB 407-98-20.
(Transport Canada AD CF-98-28 refers)

Compliance: By 20 December 1998

Effective Date: 20 November 1998

DCA/BELL407/14 Main Rotor Pitch Horn Assembly - Inspection

Applicability: Model 407 S/N 53000 through 53321 and 53323 through 53326.

Requirement: To ensure that the main rotor pitch horn assembly floating bushing has been installed correctly, inspect per Bell Alert SB 407-99-25.

If any bushing is found to be installed incorrectly, replace the affected pitch horn and the bolt that attaches the pitch change link to the pitch horn.
(Transport Canada AD CF-99-02 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 18 February 1999

DCA/BELL407/15 Cancelled – Transport Canada AD CF-1999-04R1 refers

Effective Date: 11 February 2016

DCA/BELL407/16 Oil Cooler Blower Assembly – Bearing Replacement

Applicability: Model 407 S/N 53000 through 5332.

Requirement: To prevent power train seizure, replace bearings P/N 406-040-339 of the oil cooler blower assembly with new ones P/N 407-340-339-101/-103 and lubricate with Royco 13 grease, MIL-G-25013, per ASB 407-98-23.
(Transport Canada AD CF-99-08 refers)

Compliance: Within the next 300 hours TIS or by 31 July 1999, whichever is the sooner.

Effective Date: 7 May 1999

DCA/BELL407/17A Cancelled – DCA/BELL407/42 refers

Effective Date: 31 July 2008

DCA/BELL407/18 Door Locking Mechanism - Modification

Applicability: Model 407 S/N 53000 through 53334.

Requirement: To ensure proper functioning of each door locking mechanism, replace the baseplate and rod assemblies by incorporating hardware kit CA-407-99-30 as outlined in BHTC ASB 407-99-30.
(Transport Canada AD CF-99-19 refers)

Compliance: By 31 October 1999

Effective Date: 27 August 1999

DCA/BELL407/19 Crew Seat Restraint Assemblies - Replacement

Applicability: Model 407 S/N 53000 through 53342 and 53344.

Requirement: To ensure the safety of the crew, replace the crew seat restraint assemblies with new ones, P/N 222-320-823-129 and -130, per BHTC ASB 407-99-29. (Transport Canada AD CF-1999-25)

Compliance: By 31 January 2000

Effective Date: 19 November 1999

DCA/BELL407/20 Cancelled – DCA/BELL407/40 refers

Effective Date: 31 July 2008

DCA/BELL407/21A Horizontal Stabiliser Slats - Replacement

Applicability: Model 407 aircraft, S/N 53000 through to 53498 and 53500 through to 53512.

Note 1: This AD mandates a visual inspection prior to modification and the replacing of the slats together, per an improved installation procedure.

Requirement: To prevent in-flight slat separation, accomplish the following:

1. For aircraft S/N 53000 through to 53498 and 53500 through to 53503 inspect per part I of Bell Helicopter Textron Canada ASB 407-02-52.

Note 2: The daily visual inspection outlined in part I of ASB 407-02-52 may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers). Sign logbook for AD compliance at time of adding the daily visual inspection requirement to the aircraft tech log.

2. For aircraft S/N 53000 through to 53498 install segmented slats P/N 407-023-001-103 per part II of ASB 407-02-52.

3. For aircraft S/N 53500 through to 53503 fitted with factory installed slats, re-install and identify existing factory installed segmented slats P/N 407-023-001-103 per part III of ASB 407-02-52.

4. For aircraft S/N 53504 through 53512 with the new factory installed slats, install identification plates on the existing factory installed segmented slats P/N 407-023-001-103 per part IV of ASB 407-02-52.
(Transport Canada AD CF-2000-09R1 refers)

Compliance: 1. At every daily inspection until installation of segmented slats P/N 407-023-001-103 per ASB 407-02-52.

2. 3. & 4. By 27 February 2008, unless already accomplished.

Effective Date: DCA/BELL407/21 - 27 April 2000
DCA/BELL407/21A - 27 September 2007

DCA/BELL407/22 Cancelled – Purpose Fulfilled

DCA/BELL407/23 Engine to Transmission Driveshaft - Inspection

Applicability: Model 407 series helicopters with engine to transmission driveshaft P/N 206-340-300-105 fitted.

Requirement: To prevent failure of driveshaft visually inspect each driveshaft for a crack, loose bolt or nut, or red powder residue per Bell ASB 407-01-43.

Replace driveshaft before further flight if a crack, loose bolt or nut, or red powder residue is found.

(Transport Canada AD CF-2001-24)

Compliance: For driveshafts with 1000 or more hours TIS and all driveshafts with less than 1000 hours TIS that have been removed or installed since factory delivery, inspect within 25 TIS.

For driveshafts with less than 1000 hours TIS, that have never been removed or installed since factory delivery, accomplish Service Bulletin within 300 hours TIS.

Effective Date: 26 July 2001

DCA/BELL407/24 Forward Bearing Hanger Support - Inspection

Applicability: Model 407 helicopters S/N 53000 through 53442 with flywheel P/N 407-040-316-101 installed.

Requirement: To detect cracks in the forward bearing hanger support, visually inspect forward bearing hanger support P/N 407-040-316-101 per BHTC ASB 407-01-39. If a crack is detected, replace the affected support before further flight.
(Transport Canada AD CF-2001-32 refers)

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

Effective Date: 27 September 2001

DCA/BELL407/25 Fuel Line - Inspection

Applicability: Model 407 helicopters S/N 53000 through 53174

Requirement: To prevent chafing damage to the main fuel feed line, which could cause fuel leakage and/or air to enter the fuel supply to the engine and an engine flameout, accomplish the following:

1. Inspect per BHTC ASB 407-01-42 and replace if necessary.
2. Replace standpipe and tube assembly per ASB 407-01-42.
(Transport Canada AD CF-2001-30R1 refers)

Compliance: 1. Inspect within next 50 hours TIS.
2. Replace within 300 hours TIS.

Effective Date: 27 September 2001

DCA/BELL407/26 Fuel Filter Cap - Electrical Bonding

Applicability: Model 407 helicopters S/N 53000 through 53479.

Requirement: To prevent static discharge while refueling that could potentially ignite the fuel vapor, ensure fuel filler cap and adapter assembly has adequate electrical bonding per BHTC ASB 407-01-41.
(Transport Canada AD CF-2001-34 refers)

Compliance: By 31 March 2002

Effective Date: 29 November 2001

DCA/BELL407/27A Tail Rotor Blades – Inspection

Applicability: Model 407 aircraft, all S/N.

Note: This AD supersedes DCA/BELL407/27 to introduce Bell Helicopter Textron Canada (BHTC) ASB No. 407-07-81 revision B, dated 29 November 2010 which lists additional affected tail rotor blades.

Requirement: To prevent balance weights departing from the tail rotor blades during flight, inspect the aircraft log books and determine if any affected tail rotor blades are fitted to the aircraft per Bell Helicopter Textron Canada (BHTC) ASB No. 407-07-81 revision B, dated 29 November 2010 or later Transport Canada approved revisions. If an affected tail rotor blade is found fitted, replace with an airworthy part before further flight.
(Transport Canada AD CF-2007-21R1 refers)

Compliance: Before further flight.

Effective Date: DCA/BELL407/27 - 18 September 2007

DCA/BELL407/27A - 4 December 2010

DCA/BELL407/28 Tail Rotor Driveshaft Disc Assembly – Inspection

Applicability: Model 407 aircraft, S/N all through 53709, 53711 through to 53716, 53718, 53720 through to 53722.

Requirement: To prevent failure of the disc assemblies fitted to the tail rotor driveshaft, accomplish the following:

1. Inspect the aircraft log book and disc assemblies P/N 407-340-340-103 fitted to the aircraft, and establish the manufacturing date, the thickness and indexing, per the instructions in part 2 of Bell Helicopter Textron Alert Service Bulletin (ASB) No. 407-07-76.
2. Replace any disc assembly that is not within the required thickness 0.115 - 0.127 inch (2.921 - 3.225 mm) per ASB No. 407-07-76.
3. Replace any disc assembly that is not correctly indexed per ASB No. 407-07-76.
4. For disc assemblies held as spares confirm the manufacture date. If the manufactured date is between 1 November 2005 and 30 November 2006 establish the thickness and indexing per the instructions in part 1 of ASB No. 407-07-76. If required adjust the thickness of the disc assembly by removing or adding new discs, and re-index if necessary, per the applicable Maintenance Manual. Attach a serviceable tag stating compliance with the requirements of this AD.

Note 1: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.

Note 2: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.
(Transport Canada AD CF-2007-14 refers)

Compliance:

1. Within the next 25 hours TIS, or by 21 October 2007 whichever is the sooner.
2. Within the next 10 hours TIS.
3. Within the next 300 hours TIS, or next scheduled inspection, whichever comes sooner.
4. From 21 September 2007.

Effective Date: 21 September 2007

DCA/BELL407/29 V_{NE} Reduction – AFM Amendment**Applicability:** Model 407 aircraft, all S/N.**Requirement:** The requirement to continue with the V_{NE} restriction imposed after a Bell 407 aircraft flying at approximately 140 knots was destroyed is no longer necessary.

Remove the copy of Transport Canada AD CF-2001-01 from the Aircraft Flight Manual (AFM).

Remove the V_{NE} limitation placard and airspeed indicator redline limits which were incorporated by AD CF-2001-01.**Note 1:** Accomplishment of these requirements is a terminating action to the requirements of this AD.**Note 2:** The V_{NE} restriction requirements imposed by DCA/BELL407/12G (Transport Canada AD CF-1998-36R7 refers), remains in effect until the terminating requirements of that AD have been met.
(Transport Canada AD CF-2001-01R1 refers)**Compliance:** By 27 November 2007**Effective Date:** 27 September 2007**DCA/BELL407/30 Cancelled – CF-2002-03R3 refers****Effective Date:** 10 October 2013**DCA/BELL407/31 Tail Rotor Gearbox Support Casting – Inspection****Applicability:** Model 407 aircraft, S/N 53000 through to 53475 fitted with tail boom assemblies P/N 407-030-801-105, -107 or 407-530-014-103 with S/N 53390 through to 53440, 53449, BP921 or BP1014 and tail rotor gearbox support casting P/N 406-030-121-105 with S/N 980867/01-2, -3, -4, -5, -8, -9 or -10.**Requirement:** To prevent failure of the tail rotor gearbox due to the possibility of cracks in the tail rotor gearbox support casting that is part of the tail boom assembly, accomplish the following:

1. Inspect the aircraft and aircraft logbook and determine if an affected part is installed on the aircraft per part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-02-53.
2. Inspect affected tail rotor support castings for cracks per part II of ASB 407-02-53. If a crack is found, replace the tail boom before further flight.
3. Remove affected tail rotor support castings by replacing the tail boom or the tail rotor gearbox support casting per ASB 407-02-53.
(Transport Canada AD CF-2002-32R1 refers)

Compliance:

1. Within the next 25 hours TIS, unless already accomplished.
2. Within the next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS until requirement 3 is accomplished.
3. By 27 November 2007, unless already accomplished.

Effective Date: 27 September 2007**DCA/BELL407/32 Swashplate Drive Links – Inspection****Applicability:** Model 407 aircraft, all S/N.**Requirement:** To prevent failure of both swashplate drive link studs possibly resulting in loss of control of the aircraft, inspect both cup washers P/N 406-010-412-101 for correct installation per Bell Helicopter Textron Canada Alert Service Bulletin (ASB) 407-02-55.

If the cup washers are installed correctly, no further action is required.

If one or both cup washers are installed upside down, replace the parts per part II of ASB 407-02-55, before further flight.

(Transport Canada AD CF-2002-46 refers)

Compliance: Before further flight, unless already accomplished.**Effective Date:** 27 September 2007

DCA/BELL407/33 Tail Rotor Gearbox Oil Feed Gallery – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53498, 53500 through to 53522, 53524 and 53526 fitted with tail rotor gearbox case P/N 406-040-406-109 or 406-040-406-113.

Requirement: To prevent failure of the tail rotor gearbox duplex bearing P/N 406-040-432-103 due to the possibility of the gearbox lacking the required oil feed gallery, accomplish the following:

1. Inspect the aircraft and aircraft logbook and identify the tail rotor gearbox case installed on the helicopter and inspect for the presence of oil feed gallery per the instructions in part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-03-57 revision B. If an oil feed gallery is present, re-identify the gearbox case assembly per the instructions in ASB 407-03-57. If an oil feed gallery is not present, accomplish requirement 2 of this AD.
2. Create an oil feed gallery per the instructions in part II of ASB 407-03-57.

Note: Before installing affected tail rotor gearbox cases held as spares accomplish the instructions in this AD.
(Transport Canada AD CF-2003-10 refers)

Compliance: 1. Within the next 50 hours TIS or by 27 October 2007, whichever occurs sooner, unless already accomplished.

2. For tail rotor gearboxes with less than 1800 hours TTIS since new or last overhaul, rework within 1800 hours TTIS.

For tail rotor gearboxes with 1800 hours or more TTIS since new or last overhaul, rework within the next 50 hours TIS or within 30 days, whichever occurs sooner.

Effective Date: 27 September 2007

DCA/BELL407/34 Tail Boom and Tail Rotor Drive – Inspection

Applicability: Model 407 aircraft, S/N 53003 through to 53213.

Requirement: To allow the manufacturer to determine the scope of problems with the tail boom and tail rotor drive system, accomplish the following:

Inspect the outer discs of all tail rotor drive assembly couplings for cracks using a magnifying glass. Dismantling of the disc packs is not required unless their condition dictates otherwise. Inspect the support brackets of the oil cooler blower and oil tank, and associated airframe structure for cracks or damage.

Visually inspect the tail rotor assembly for damage and general condition. This includes the controls, the tail rotor gearbox and drive assembly, and the tail boom. Accomplish these inspections per Bell Alert Service Bulletin No. 407-97-7 and the Maintenance Manual BHT-407-MM, chapter 5, zones 2, 4, 5 and 6 of the progressive inspection schedule.

Report the inspection results to the CAA by completing and submitting a defect report CA005D. Include both positive and negative cases of cracking or damage. Reports should specify the helicopter serial number, the airframe time since new and the location of damage (plus, in the case of disc packs, the number of discs that formed that pack). Unless already reported, advise the CAA if coupling disc have been found cracked during the 300 hour mandatory inspections accomplished prior to this AD including any remedial action accomplished per Bell Alert Service Bulletin No. 407-97-7 (DCA/BELL407/2 refers).
(Transport Canada AD CF-97-19 refers)

Compliance: Within the next 25 hours TIS or by 27 October 2007, unless already accomplished.

Effective Date: 27 September 2007

DCA/BELL407/35 Swashplate Duplex Bearing – Replacement

- Applicability:** Model 407 aircraft, S/N 53000 through to 53059, 53062, 53063 and 53071.
- Requirement:** To bring the aircraft into conformance with its type certification basis, install a swashplate duplex bearing P/N 406-310-402-103 per Bell Helicopter Textron Canada Alert Service Bulletin 407-97-11.
- Note:** The installation of this bearing eliminates the need for the inspection limitation of BHT-407-MM-1, Chapter 4, Table 4-2.
(Transport Canada AD CF-97-22 refers)
- Compliance:** At the next swashplate overhaul inspection, or by 27 August 2008, whichever occurs sooner, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/36 Horizontal Stabilizer – Inspection

- Applicability:** Model 407 aircraft, all S/N.
- Requirement:** To prevent failure of the horizontal stabiliser due to the possibility of manufacturing defects causing cracks to develop in the skin which may result in loss of aircraft control, accomplish the following:
1. Inspect the aircraft and aircraft log books and determine the S/N of the horizontal stabiliser per the instructions in Part I of Alert Service Bulletin (ASB) No. 407-06-72.

If an affected S/N horizontal stabiliser is not fitted to the aircraft, no further action is required.

If an affected S/N horizontal stabiliser is fitted to the aircraft, inspect the horizontal stabiliser per the instructions in Part II of ASB No. 407-06-72.

If any defects are found replace the horizontal stabiliser per the instructions in Part III of ASB No. 407-06-72, before further flight.
 2. Replace affected horizontal stabilisers per the instructions in Part III of ASB No. 407-06-72.
(Transport Canada AD CF-2007-03 refers)
- Compliance:**
1. Within the next 100 hours TIS or by 27 October 2007, whichever is the sooner, and thereafter inspect affected parts at intervals not to exceed 600 hours TIS or annual inspection, whichever is the sooner, until requirement 2 of this AD is accomplished.
 2. By 27 February 2009, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/37 FADEC Manual Mode Overspeed – AFM Amendment

- Applicability:** Model 407 aircraft, all S/N 53000 through to 53655.
- Requirement:** Rolls Royce has determined that a restriction in the P1 nozzle screen can result in main rotor overspeed when the FADEC is switched to manual mode. The selection of the FADEC to manual mode at ground idle will identify a contaminated P1 nozzle screen if the gas producer speed increases beyond specified limits as identified in the AFM. Amend the AFM by inserting flight manual revision BHT-407-FM-1, revision 4, dated 29 June 2005.
(Transport Canada AD CF-2005-32 refers)
- Compliance:** By 15 October 2007, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/38 Turbine Steady State Operation – AFM Amendment & Placard**Applicability:** Model 407 aircraft, S/N 53000 through to 53644.**Requirement:** To prevent failure of the third stage turbine wheel due to certain steady-state turbine operations causing detrimental vibrations within a particular range of turbine speeds, amend the AFM by inserting flight manual supplement BHT-407-FM-1, revision 3 and advise the pilot of this change. Also install a placard as per Bell Helicopter Textron Canada Alert Service Bulletin 407-05-67.
(Transport Canada AD CF-2004-09R1 refers)**Compliance:** By 15 October 2007, unless already accomplished.**Effective Date:** 27 September 2007**DCA/BELL407/39 Freewheel Assembly – Inspection****Applicability:** Model 407 aircraft, all S/N fitted with a freewheel aft bearing cap P/N 406-040-509-101, S/N A-1833 through to A-1912.**Requirement:** To prevent failure of the freewheel unit due to the possibility of there not being a machined oil lubrication channel in the aft bearing cap resulting in a lack of bearing lubrication, accomplish the following:

1. Identify the S/N of the aft bearing cap fitted to the aircraft per Part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-04-66 revision A. If an affected bearing cap is fitted to the aircraft, accomplish requirement 2 and 3 of this AD.
2. Rework affected freewheel assemblies as stipulated by the calculated average engine start cycle count per Part II or III of Alert Service Bulletin 407-04-66.
3. Rework affected freewheel assemblies per Part IV of Alert Service Bulletin 407-04-66.

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

(Transport Canada AD CF-2004-17R1 refers)

Compliance:

1. Before further flight, unless already accomplished.
2. Within the next 50 hours TIS, unless already accomplished.
3. Within the next 300 hours TIS or by 27 January 2008, unless already accomplished.

Effective Date: 27 September 2007**DCA/BELL407/40 Tail Rotor Drive Shaft bearings – Inspection****Applicability:** Model 407 aircraft, all S/N.**Note 1:** This AD mandates the removal of bearings 407-340-339-101 and -103 at all tail rotor drive shaft locations, which includes the oil cooler blower locations.**Requirement:** To prevent failure of tail rotor drive shaft bearings, accomplish the requirements in accordance with Transport Canada Airworthiness Directive CF-2002-18R3.**Note 2:** An in-flight failure of a bearing P/N 407-340-339-101 located on the segmented tail rotor drive shaft contributed to the separation of the tail rotor drive shaft. Recent flight-testing has revealed that under certain hover and vertical flight conditions, exhaust gases can be ingested into the aft fairing inlet resulting in higher than expected zonal temperatures. Exposure to higher temperatures will adversely affect the bearing lubricant resulting in premature failure. Exhaust gas ingestion can also result in an engine and transmission oil temperature exceedance. Recent research has also determined that overgreasing of the bearing can result in elevated bearing temperatures.

(Transport Canada AD CF-2002-18R3 refers)

Compliance: At the initial and repetitive compliance times specified in Transport Canada AD CF-2002-18R3.**Effective Date:** 27 September 2007

DCA/BELL407/41 Landing Gear Cross Tubes – Life Limitation**Applicability:** Model 407 aircraft, all S/N**Requirement:** To prevent possible cross tube failure create a historical service record for each identified cross tube assembly, indicating the life limitation of 5,000 RIN (Retirement Index Number), and assign a RIN to each existing and new cross tube assembly in accordance with Bell Helicopter Textron Alert Service Bulletin 407-03-59. (Transport Canada AD CF-2004-03 refers)**Compliance:** Within the next 100 hours TIS, or by 27 October 2007, whichever occurs sooner, unless already accomplished.**Effective Date:** 27 September 2007**DCA/BELL407/42 Tail Boom – Inspection****Applicability:** Model 407 aircraft, all S/N fitted with tail booms P/N 407-030-801-107, 407-530-014-101 or 407-530-014-103.**Note 1:** This AD supersedes DCA/BELL407/17A and mandates new inspection requirements.**Requirement:** To ensure the structural integrity of the tail boom, accomplish the following:

1. Determine the P/N of the tail boom fitted to the aircraft and record the P/N in the aircraft logbook.

Note 2: No further action is required, if the aircraft has a tail boom fitted other than P/N 407-030-801-107, 407-530-014-101 or 407-530-014-103.

2. Prepare the tail boom surface for the “Daily Visual Check” in accordance with part II, paragraph (1), items (a) through to (e) of Bell Helicopter Textron (BHT) Alert Service Bulletin ASB 407-07-80 dated 27 August 2007 or later approved revisions.

Inspect both the tail boom surface areas in figure 2 of ASB 407-07-80 for cracks using a 10X magnifying glass. If any cracks are found, replace the tail boom before further flight. If no crack is found, dry and protect each reworked area with a thin coat of clear coating per part II of ASB 407-07-80.

3. Inspect the tail boom in accordance with part III, paragraphs (1) and (2) of ASB 407-07-80. If any cracks are found, replace the tail boom with a serviceable part before further flight.

Note 3: Requirement 3 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.

4. Inspect the tail boom in accordance with part IV of ASB 407-07-80. If a crack is found, replace the tail boom with a serviceable part before further flight. (Transport Canada AD CF-2008-04 refers)

Note 4: The inspection in accordance with requirement 3 and 4 must be continued if the replacement tail boom is identified in the applicability section of this AD.**Note 5:** Replacing an affected tail boom with a tail boom P/N 407-030-801-201/-203/-205 or later numbers is a terminating action to the requirements of this AD.**Compliance:**

1. Within the next 10 hours TIS.
2. Within the next 25 hours TIS or by 31 August 2008, whichever occurs sooner.
3. Before the first flight of the day at the pre-flight inspection.
4. Within the next 100 hours TIS and thereafter at intervals no to exceed 100 hours TIS.

Effective Date: 31 July 2008

DCA/BELL407/43A Cyclic Control Lever Installation – Inspection

Applicability: Model 407 aircraft, all S/N with less than 50 hours TSN and aircraft fitted with a cyclic lever assembly within the last 50 hours TIS.

Note: No action required if already in compliance with DCA/BELL407/43. Revision A of this AD now references Transport Canada AD CF-2009-10R1. The revised Transport Canada AD only affects Bell 206A and 206B series helicopters.

Requirement: To prevent failure of the cyclic control lever assembly which could result in loss of aircraft control, inspect the cyclic lever assembly installation per Bell Helicopter Textron Canada (BHTC) ASB 407-09-85 dated 10 March 2009 or later Transport Canada approved revisions.

Correct any defects found per ASB 407-09-85 before further flight.
(Transport Canada AD CF-2009-10R1 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: DCA/BELL206/103 - 18 March 2009
DCA/BELL206/103A - 29 October 2009

DCA/BELL407/44 Hydraulic Pump Driveshaft – Inspection

Applicability: Model 407 aircraft, S/N 53000 through 53408 and 53421 through 53459.

Note: This AD does not affect aircraft fitted with input shaft P/N 407-340-107-101 and adapter P/N 407-340-108-101 per Technical Bulletin (TB) 407-01-30 revision A dated 21 May 2003.

Requirement: To prevent failure of the hydraulic pump driveshaft which could result in loss of hydraulic pressure and reduced aircraft control, accomplish the following:

1. Inspect the hydraulic pump and determine whether an internal plug and fastening rivet is fitted per Bell Helicopter Textron Company ASB No. 407-08-83 dated 22 May 2008, or later revisions.

If any parts are found missing fit an airworthy input shaft and adapter before further flight.

2. A hydraulic pump driveshaft assembly P/N 406-040-072-105 shall not be fitted to any aircraft unless part 1 of ASB No. 407-08-83 is accomplished.
(Transport Canada AD CF-2009-03 refers)

Compliance: 1. Within the next 50 hours TIS, or at the next driveshaft lubrication, or by 26 April 2009, whichever occurs sooner.
2. From 26 March 2009.

Effective Date: 26 March 2009

DCA/BELL407/45 Tail Boom Skin – Inspection

Applicability: Model 407 aircraft fitted with tail boom P/N 407-030-801-201, -203 or -205.

Requirement: To prevent serious damage to the tail boom due to possible skin cracks, accomplish the following:

1. Tail boom P/N and TTIS Determination:

Inspect the aircraft logbooks or the aircraft and determine if a tail boom P/N 407-030-801-201, -203 or -205 is fitted to the aircraft. Record the tail boom P/N and the hours TTIS into the aircraft logbook. For the purpose of this AD if the hours TTIS of the tail boom is unknown consider the tail boom to have accumulated more than 8600 hours TTIS.

2. Inspection Schedule Determination:

Determine the inspection schedule applicable to the affected tail boom fitted to the aircraft using the following table:

Inspection Schedule Determination			
	Tail boom Hours TTIS:		
	Less than 6900 hours TTIS	Between 6900 and 8599 hours TTIS	8600 or more hours TTIS
Applicable part in ASB 407-08-84	Part II	Part II & III	Part II, III & IV

3. Inspection:

Accomplish the applicable tail boom inspections determined by requirement 2 of this AD per the applicable part in ASB 407-08-84 dated 18 August 2008 or later approved revisions.

(Transport Canada AD CF-2009-07 refers)

Compliance:

1. Within the next 25 hours TIS.
2. Within the next 25 hours TIS.
3. Part II of ASB 407-08-84:

Within the next 300 hours TIS and thereafter at intervals not to exceed 300 hours TIS accomplish part II using a 10x magnifying glass.

Part III of ASB 407-08-84:

Within the next 150 hours TIS accomplish part III using a 10x magnifying glass and thereafter at intervals not to exceed 150 hours accomplish part III using a 10x magnifying glass, or

Thereafter at intervals not to exceed 500 hours TIS accomplish part III using an eddy current inspection method.

Part IV of ASB 407-08-84:

Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS accomplish part IV using a 10x magnifying glass, or

At every preflight inspection accomplish the daily visual inspection in part IV and accomplish the inspection in part IV using a 10x magnifying glass at the next scheduled maintenance inspection.

Note:

The daily visual inspection in part IV of ASB 407-08-84 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Effective Date: 6 April 2009

DCA/BELL407/46 Gas Producer RPM (NG) Limitation – AFM Amendment & Placard

- Applicability:** Model 407 aircraft, S/N 53000 through to 53862.
- Requirement:** To alert the pilot of the gas producer RPM (NG) limitation amend the AFM (BHT-407-FM-1) by inserting revision 7, dated 30 July 2008, and install decal P/N 407-070-008-101 per the instructions in BHTC ASB 407-08-82, revision A, dated 17 November 2008 or later Transport Canada approved revisions.
- Note:** Compliance with ASB 407-08-82 dated 19 May 2008 satisfies the requirements of this AD.
(Transport Canada AD CF-2009-06 refers)
- Compliance:** Within the next 50 hours TIS, or by 30 May 2009 whichever occurs sooner, unless previously accomplished.
- Effective Date:** 30 April 2009

DCA/BELL407/47 Anti-drive Link Assembly – Inspection

- Applicability:** Model 407 aircraft, S/N 53000 through to 53887, 53890 through to 53916, 53918, 53920, 53921, 53923 through to 53926 and 53928 fitted with anti-drive link assembly P/N 406-010-432-101 with a S/N prefix TI or TIFS.
- Requirement:** To prevent failure of the anti-drive link assembly P/N 406-010-432-101 due to possible movement of bearing P/N 406-310-403-101 which could result in loss of aircraft control, accomplish the following:

Inspect the anti-drive link assembly P/N 406-010-432-101 to ensure the bearing P/N 406-310-403-101 is correctly staked in the link assembly per Bell Helicopter ASB 407-09-87 dated 27 March 2009 or later Transport Canada approved revisions.

Correct any defects found per ASB 407-09-87 before further flight.
(Transport Canada AD CF-2009-14 refers)
- Compliance:** Within the next 10 hours TIS or by 6 June 2009 whichever is the sooner, unless previously accomplished.
- Effective Date:** 6 May 2009

DCA/BELL407/48 Staked Bearings – Inspection

- Applicability:** Model 407 aircraft, S/N 53000 through to 53887, 53890 through to 53916, 53918, 53920, 53921, 53923 through to 53926 and 53928
- Requirement:** To prevent failure of flight control bellcranks, levers and supports of the flight control system due to possible bearing migration which could result in loss of aircraft control, accomplish the following:

Inspect flight control bearings per the instructions in Bell Helicopter ASB No. 407-09-88 dated 7 April 2009 or later Transport Canada approved revisions.

If any defects are found replace affected parts before further flight.
- Note:** Bell Helicopter Operations Safety Notice (OSN) GEN-09-38 dated 7 April 2009 provides further information on the subject of this AD.
(Transport Canada AD CF-2009-32 refers)
- Compliance:** Within the next 10 hours TIS or by 13 September 2009 whichever is the sooner, unless previously accomplished.
- Effective Date:** 13 August 2009

DCA/BELL407/49 Tail Boom Attach Hardware – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53990.

Requirement: To prevent tail boom detachment due to possible bolt failure which could result in loss of the tail boom and aircraft control, accomplish the following:

Replace the tail boom attachment hardware and accomplish a torque check of all the tail boom attachment bolts/nuts at all four attachment positions at intervals of 5 hours TIS but not less than 1 hour TIS following hardware replacement until the torque stabilises at all positions.

Accomplish these corrective actions per the instructions in Bell Helicopter ASB 407-10-93 revision A, dated 30 August 2010 or later Transport Canada approved revisions.
(Transport Canada AD CF-2010-33 refers)

Compliance: For aircraft with more than 7000 hours TTIS:

Within the next 150 hours TIS, or the next 90 days whichever occurs sooner.

For aircraft with 7000 or less hours TTIS:

At the next scheduled 600 hour inspection, or 31 December 2010 whichever occurs sooner.

Effective Date: 28 October 2010

DCA/BELL407/50A Hydraulic Servo Actuators – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53900, 53911 through to 53999 and 54000 through to 54081 fitted with servo actuators P/N 206-076-062-105 or P/N 206-076-062-107.

Note 1: This AD revised to expand the applicability to include additional aircraft S/N.

Requirement: To prevent hydraulic servo actuator failure, accomplish the following:

1. Inspect the hydraulic servo actuators and accomplish the applicable corrective actions per the instructions in BHT ASB 407-11-96 revision B, dated 22 August 2011 or later revisions approved by Transport Canada.

Note 2: Inspections and corrective actions previously accomplished per DCA/BELL407/50 satisfies requirement 1 of this AD.

2. For actuators in compliance with requirement 1 of this AD and actuators already in compliance with DCA/BELL407/50, re-identify the actuator data plate by adding the letter "V" at the end of the P/N per the instructions in ASB 407-11-96.

3. Servo actuators with a P/N listed in the applicability section of this AD shall not be installed on any Bell 407 helicopter unless the actuator complies with the requirements of this AD and is re-identified with the letter "V" after the P/N.
(Transport Canada AD CF-2011-17R1 refers)

Compliance:

1. Before further flight.
2. Within the next 100 hours TIS.
3. From 28 December 2011.

Effective Date: DCA/BELL407/50 – 2 July 2011
DCA/BELL407/50A – 28 December 2011

DCA/BELL407/51 Cancelled – Transport Canada AD CF-2011-42R1 refers

Effective Date: 27 June 2019

DCA/BELL407/52 Emergency Float Kit – Inspection

Applicability: Model 407 aircraft fitted with Apical emergency float kit P/N 614.3001, S/N all through to 080 (embodied under FAA STC SR01535LA).

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.

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/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.

CF-2002-03R3 KAflex Shaft – Replacement

Effective Date: 10 October 2013

FAA AD 2013-22-21 Emergency Floatation Gear - Inspection

Effective Date: 13 December 2013

CF-1999-04R1 Components – Life Limitations

Effective Date: 11 February 2016

CF-2016-13R1 Freewheel Lubrication System – Inspection

Applicability: Bell 407 helicopters, all S/N.

Effective Date: TC AD CF-2016-13 - 16 May 2016
 TC AD CF-2016-13R1 - 26 September 2019

CF-2016-21 Tail Rotor Drive Shaft – Inspection

Effective Date: 7 July 2016

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 407 helicopters, all S/N.

Effective Date: 28 June 2018

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

Applicability: Bell 407 helicopters fitted with an Air Comm air conditioning system P/N 407 EC-201, 407 EC-202 or 407 EC-203.

Effective Date: 22 January 2019

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

Applicability: HETS™ certified under Transport Canada Supplemental Type Certificate (STC) SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:
 Bell Helicopter Textron Canada Ltd. model 407.

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

Effective Date: 22 January 2019

CF-2011-42R1 Longerons Structure - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 54061 and 54300 fitted with upper left longeron assembly P/N 206-031-314-037, P/N 206-031-314-177, or spare assembly P/N 206-031-314-219B.

Effective Date: CF-2011-42 (superseded DCA/BELL407/51) - 8 December 2011
 CF-2011-42R1 - 27 June 2019

CF-2021-34 Tail Boom Lower Skin Cracking - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 54166, 54300 and onwards.

Effective Date: 5 November 2021

*** CF-2022-68 Cancelled - CF-2025-59 refers**

Effective Date: 3 December 2025

CF-2023-11 Fuel System Standpipe Assembly and FQIS Harness - Inspection

Applicability: Bell 407 helicopters, S/N 54832 through to 54931, 54933 through to 54939, and 54942 through to 54954.

Effective Date: 30 March 2023

CF-2023-63 Tail Rotor Blades - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 53999, 54000 through to 54166, 54300 through to 54800 and 54805 through to 54999.

Effective Date: 19 August 2023

CF-2024-18 Cyclic Stick Tube - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 53999, 54000 through to 54166, 54300 through to 54800, 54805 through to 54999, 56300 through to 56305, and 56311 through to 56315, fitted with cyclic stick tube assembly P/N 206-001-342-101, or 206-001-342-101FM.

Effective Date: 25 July 2024

*** CF-2025-21R1 Main Rotor Expandable Blade Bolts - Inspection**

Applicability: Bell 407 helicopters, all S/N.

Effective Date: CF-2025-21 - 6 May 2025
CF-2025-21R1 - 1 December 2025

CF-2025-22 Electrical Harness Chafing - Inspection

Applicability: Bell 407 helicopters, S/N 54300 through to 54752, 54805 through to 54999, and 56300 through to 56366 and 56368.

Effective Date: 29 May 2025

*** CF-2025-59 Tail Boom - Inspection**

Applicability: Bell 407 helicopters, all S/N.

Effective Date: 3 December 2025

Airworthiness Directive Schedule

Helicopters

Bell 427 Series

27 November 2025

- Notes:**
1. This AD schedule is applicable to Bell 427 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-103.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.
State of Design ADs can be obtained directly from the TC website at: [Airworthiness Directives - Advanced Search](#)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/BELL427/1A AD Compliance at Initial Airworthiness Certificate Issue

Applicability: Model Bell 427 aircraft, all S/N

Note: DCA/BELL427/1A revised to cancel CF-2002-03R2 which is superseded by CF-2002-03R3. TC AD CF-2011-17 is superseded by DCA/BELL427/2 (TC AD CF-2011-17R1 refers).

Requirement: Compliance with the following Transport Canada (TC) Airworthiness Directives (as applicable) is required:

Transport Canada AD No:	Bell Helicopter Textron Canada (BHTC) Service Information:	Subject:	AD Requirement:
CF-2002-11	ASB 427-01-02 dated 20 August 2001	Hydraulic Solenoid Tee Fitting	Tee fitting and tube replacement
* CF-2002-03R2	Cancelled – TC AD CF-2002-03R3 refers		
CF-2001-05R1	ASB 427-01-07 dated 16 November 2001	Main Rotor to Horizontal Stabiliser Endplate Clearance	Auxiliary Fin Mod and AFM Amendment
CF-2002-24	ASB 427-01-06 dated 5 November 2001	In-line Electrical Terminal Junctions	Replace M81714/65 series in-line electrical terminal junctions
CF-2002-45	ASB 427-02-08 dated 7 June 2002	Cyclic Centering Switch Relocation	Replace proximity switch bracket installation
CF-2003-11	ASB 427-03-09 dated 22 January 2003	TR Gearbox Case Oil Feed Gallery	Oil feed gallery mod (spare TR gearbox cases included)
CF-2007-14	ASB 427-07-17 dated 28 March 2007	Disc Assemblies – Tail Rotor Driveshaft (Thomas Couplings)	Rework affected disc assemblies (spare disc assemblies included)
CF-2009-04	ASB 427-08-22 dated 26 June 2008	Hydraulic Pump – Driveshaft Assembly	Conformity inspection (spare driveshaft assemblies included)
CF-2009-14	ASB 427-09-24 revision A dated 30 March 2009	Anti-drive Link Assembly – Incorrect Installation of Bearing	Inspection and rework
CF-2009-32	ASB 427-09-25 dated 7 April 2009	Bearings in Flight Controls	Inspection and rework
CF-2009-10R1	ASB 427-09-23 dated 10 March 2009	Cyclic Control Lever Assembly Installation	Inspection and rework
CF-2007-22R1	ASB 427-06-15 revision A dated 18 December 2009	Vertical Fin	Inspection and modification

CF-2010-17	ASB 427-09-29 revision A dated 17 November 2009	TR Driveshaft Hanger Bearing Bracket – cracks due to tooling mark	Inspection and rework
CF-2010-32	ASB 427-10-31 dated 1 March 2010	Over-torque of Tailboom Attach Hardware	Inspection and rework
CF-2007-21R1	ASB 427-07-18 revision B dated 29 November 2010	Tail Rotor Blades	Inspection and replacement
* CF-2011-17	Cancelled – DCA/BELL427/2 (TC AD CF-2011-17R1 refers)		

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

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

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

Effective Date: DCA/BELL427/1 - 25 August 2011
DCA/BELL427/1A - 31 October 2013

DCA/BELL427/2 Hydraulic Servo Actuators – Inspection and Replacement

Applicability: Model 427 aircraft, S/N 56001 through to 56077, 58001 and 58002 fitted with servo actuators P/N 206-076-062-109 or P/N 206-076-062-111.

Requirement: To prevent hydraulic servo actuator failure, accomplish the following:

1. Inspect the hydraulic servo actuators and accomplish the applicable corrective actions per the instructions in BHT ASB 427-11-35 revision B, dated 22 August 2011 or later revisions approved by Transport Canada.
2. For actuators in compliance with requirement 1 of this AD, re-identify the actuator data plate by adding the letter "V" at the end of the P/N per the instructions in ASB 427-11-35.
3. Servo actuators with a P/N listed in the applicability section of this AD shall not be installed on any Bell 427 helicopter unless the actuator complies with the requirements of this AD and is re-identified with the letter "V" after the P/N.

(Transport Canada AD CF-2011-17R1 refers)

Compliance:

1. Before further flight.
2. Within the next 100 hours TIS.
3. From 28 December 2011.

Effective Date: 28 December 2011

DCA/BELL427/3 Emergency Float Kit – Inspection and Modification

Applicability: Model 427 aircraft fitted with Apical emergency float kit P/N 634.2901, S/N all through to 012 (embodied under FAA STC SR01813LA).

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

Note: A copy of FAA AD 2011-25-01 can be obtained from
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012

Effective Date: 26 January 2012

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

CF-2002-03R3 KAflex Shaft – Replacement

Effective Date: 10 October 2013

CF-2015-29 Oil Check Valve - Inspection

Effective Date: 21 December 2015

CF-2017-03 Vertical Fin - Inspection

Effective Date: 31 January 2017

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 427 helicopters, all S/N.

Effective Date: 28 June 2018

CF-2024-42 Transmission Oil Check Valve – Inspection

Applicability: Bell 427 helicopters, S/N 56001 through to 56084, 58001 and 58002.

Effective Date: 27 December 2024

*** CF-2025-21R1 Main Rotor Expandable Blade Bolts - Inspection**

Applicability: Bell 427 helicopters, all S/N.

Effective Date: CF-2025-21 - 6 May 2025
CF-2025-21R1 - 1 December 2025

Airworthiness Directive Schedule

Helicopters

Bell 429 Series

27 November 2025

- Notes:**
1. This AD schedule is applicable to Bell 429 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-107.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs can be obtained directly from the TC website at:
[Airworthiness Directives - Advanced Search \(tc.gc.ca\)](https://tc.gc.ca/Airworthiness-Directives-Advanced-Search)

FAA ADs can be obtained directly from the FAA website at:
[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory-policies/advisories)
 3. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *

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CF-2002-03R3 KAflex Shaft – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 10 October 2013

FAA AD 2012-26-15 Air Pressure Transducer – Inspection

Applicability: Air data pressure transducers installed in air data computers (ADC), air data modules (ADM), air data attitude heading reference systems (ADAHRS), and digital air data computers (DADC) with P/Ns and S/Ns identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated 6 November 2012.

Effective Date: 24 January 2013

FAA AD 2013-06-51 Goodrich Hoist – Inspection

Applicability: Bell 429 helicopters fitted with an externally-mounted hoist with a P/N and S/N listed in Table 1 of Goodrich Alert Service Bulletin No. 44301- 10-15, dated 8 March 2013.

Effective Date: 15 July 2013

CF-2014-28 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 2 September 2014

CF-2015-15R1 Pylon Restraint Spring Assy Rod End – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57260.

Note: This AD revised to introduce P/N 427-010-210-109 to the Background and Corrective Actions sections of the AD. This P/N was inadvertently omitted from the original issue of the AD.

Effective Date: CF-2015-15 - 25 June 2015
CF-2015-15R1 - 31 August 2017

CF-2015-16R3 Tail Rotor Pitch Link Spherical Bearing – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57401.

Note: CF-2015-16R3 introduces an optional terminating action for the current recurring inspection requirements with the introduction of a new improved tail rotor pitch link assembly. The AD applicability has been reduced to account for those Bell 429 helicopters fitted with an improved tail rotor pitch link assembly at manufacture.

Effective Date: CF-2015-16R1 - 6 August 2015
CF-2015-16R2 - 17 April 2017
CF-2015-16R3 - 27 May 2021

CF-2015-29 Oil Check Valve – Inspection

Applicability: Bell 429 helicopters with S/N as noted in the Corrective Action section of CF-2015-29.

Effective Date: 21 December 2015

CF-2016-01R2 Tail Rotor Pitch Link – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: CF-2016-01 - 19 January 2016
CF-2016-01R1 - 24 February 2016
CF-2016-01R2 - 26 April 2017

CF-2016-07 Nose Landing Gear – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57265 where the helicopter is fitted with wheeled landing gear.

Effective Date: 18 March 2016

CF-2016-11R3 Bellcrank Pivot Bearings – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2016-11 - 2 May 2016
 CF-2016-11R1 - 5 October 2016
 CF-2016-11R2 - 1 November 2017
 CF-2016-11R3 - 30 September 2021

CF-2016-39 Main Rotor Pitch Link Bearings – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 12 December 2016

CF-2017-02 Landing Gear Parts – Life Limitation

Applicability: Bell 429 helicopters, S/N 57150, 57168, 57176, 57210, 57211 through 57216, 57265, 57266, 57267 and 57287.

Effective Date: 30 January 2017

FAA AD 2017-05-51 Air Comm Corp. Air Conditioning System – Inspection

Applicability: Bell 429 helicopters fitted with an Air Comm Corporation air conditioning system P/N 429EC-200 or 429EC-202.

Note 1 to paragraph (a) of FAA AD 2017-05-51: Air conditioning system P/N 429EC-200 and 429EC-202 are identifiable by a three-screw installation as depicted in Figure 1 of Air Comm Corporation Service Bulletin 429-201-1, Revision NC, dated 17 February 2017 (SB 429-201-1).

Effective Date: 6 March 2017

CF-2017-16 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 31 May 2017

CF-2017-23 Goodrich Hoists – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent fitted with a Goodrich 44316 series hoist system.

Note: For Bell 429 helicopters, Transport Canada AD CF-2017-23 supersedes the requirements in FAA AD 2013-06-51 and EASA AD 2015-0226R3.

Effective Date: 21 July 2017

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 28 June 2018

CF-2018-18 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57321, 57323 through to 57341, 57343 through to 57346, 57348 and 57350.

Effective Date: 16 July 2018

CF-2018-35 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 31 January 2019

CF-2019-03 Airworthiness Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57351.

Effective Date: 28 February 2019

CF-2019-15 Tail Rotor System Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57363.

Effective Date: 27 April 2019

CF-2019-16 Flight Control System - Yaw Trim

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 17 May 2019

CF-2020-11 Control Bellcrank Bearing Staking - Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57210, 57212 through to 57344, 57346 through to 57371, 57374 through to 57377 and 57380.

Effective Date: 30 April 2020

CF-2020-18R2 Prohibit use of Map Mode on LH and RH Display Units - AFM Amendment

Applicability: Bell 429 helicopters, S/N 57001 through to 57369, 57371 and 57373.

Note: Transport Canada AD CF-2020-18R2 revised to introduce a revised AFM supplement.

Effective Date: CF-2020-18 - 4 June 2020
CF-2020-18R1 - 17 December 2020
CF-2020-18R2 - 24 February 2022

CF-2020-21R1 Emergency Flotation System Supply Hoses - Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2020-21 – 25 June 2020
CF-2020-21R1 – 2 September 2020

*** CF-2021-15 Cancelled - CF-2025-60 refers**

Effective Date: 8 December 2025

CF-2024-11 Cancelled - CF-2025-29 refers

Effective Date: 10 June 2025

CF-2025-16 Stability and Control Augmentation System Actuators (SCAS) - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent fitted with SCAS actuator P/N 429-001-065-107/-109/-111.

Effective Date: 31 March 2025

CF-2025-29 Tail Rotor Blade Abrasion Strip Cracks - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Note: The repetitive visual inspections required before every engine start in Part II of CF-2025-29, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspections may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any cracks are found during the repetitive visual inspections in either side of the abrasion strip of an affected tail rotor blade marked with a visual identification mark, then an aircraft maintenance engineer must accomplish the corrective actions in accordance with the requirements in CF-2025-29, before further flight.

Effective Date: 10 June 2025

*** CF-2025-60 TRGB Support Assembly to Tail Boom Attachment - Inspection**

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 8 December 2025

Airworthiness Directive Schedule

Aeroplanes

Cessna 182 Series, R182, T182 Series and TR182

27 November 2025

- Notes:**
1. This AD schedule is applicable to Cessna 182 series, R182, T182, T182T and TR182 aircraft manufactured under FAA Type Certificate No. 3A13.
 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/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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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/CESS182/101 Narco Model 300 Position Light Flasher - Modification

Applicability: Model 182 Series S/N 33000 through 34500
that incorporate a Narco flasher model 300 in the lighting system

Requirement: Comply with Cessna SL 180/182-41-1.
(FAA AD 59-10-03 refers)

Compliance: By 1 September 1959

DCA/CESS182/102 Cancelled

DCA/CESS182/103 Cancelled purpose fulfilled

DCA/CESS182/104 Cancelled – DCA/ROLE/3 refers

Effective Date: 24 September 2015

DCA/CESS182/105 Cancelled

DCA/CESS182/106 Cancelled

DCA/CESS182/107 Cancelled purpose fulfilled

DCA/CESS182/108A Mainplane Rear Spar - Inspection

Applicability: Model 182 series S/N 18267715 and lower.

Requirement:

1. Examine each mainplane rear spar for cracks in the area of the root attachment fitting. Cracking originates around the spar web radius below the root end fitting, and may extend to the spar upper flange at the outboard end of the root fitting where the reinforcing angle is joggled.
2. The rear spar web may be examined after the wing root lower fairings are removed. If a crack is present it may be obscured by the root ribs and the spar root end fittings. Careful inspection should be made of the inboard edge and radius of the spar web visible below the root fittings and inboard of the root ribs. The edge of the rear spar upper flange should be inspected through the inboard inspection hole behind the rear spar. Where doubt exists, the trailing edge root end rib shall be removed to permit a more detailed inspection.

Compliance: At intervals not exceeding 100 hours TIS and immediately following any case of mainplane damage or ground looping.

Effective Date: DCA/CESS182/108 - 31 December 1966
DCA/CESS182/108A - 27 January 2000

DCA/CESS182/109 Cancelled purpose fulfilled

DCA/CESS182/110 Cancelled

DCA/CESS182/111 Cancelled

DCA/CESS182/112 Cancelled

DCA/CESS182/113 Door Latch and Fuel Line - Modification

Applicability: Model 182 Series S/N 18256685 through 18257313
Requirement: Comply with Cessna SL 66-49
Compliance: Within the next 25 hours TIS
Effective Date: 31 December 1966

DCA/CESS182/114 Flap Actuator - Maintenance

Applicability: All model 182 Series with electric wing flaps.
Requirement: Comply with Cessna SESL SE 70-16 Supl. 1 & Supl. 2.
(For aircraft which have complied with DCA/CESS182/116 the inspection requirement may be amended as detailed in Cessna SE 72-2 & Supplement 1).
Compliance: Clean and relubricate every 12 months or 1000 hours.
Effective Date: 30 November 1970

DCA/CESS182/115 Nose Gear Fork - Inspection and Modification

Applicability: Model 182 Series S/N 33000 through 18254335
Requirement: Comply with Cessna SESL SE 71-34.
(FAA AD 71-22-02 refers)
Compliance: At intervals not exceeding 100 hours TIS until modified in accordance with Cessna service kit 182-34 or approved equivalent.
Effective Date: 31 December 1971

DCA/CESS182/116 Flap Actuator - Modification and Inspection

Applicability: Model 182 Series S/N 18253599 through 18260698
Requirement: Comply with Cessna SESL SE 72-2
Compliance: 1. Modification by 1 January 1973
2. Inspection every 100 hours TIS or annually post inspection
Effective Date: 31 March 1972

DCA/CESS182/117 Cancelled – FAA AD 72-07-09 refers

Effective Date: 26 February 2015

DCA/CESS182/118 Javelin Auxiliary Fuel System - Modification

Applicability: All model 182 Series aircraft equipped with Javelin auxiliary fuel system
Requirement: Comply with Cessna SESL SE 69-24.
(FAA AD 73-17-01 refers)
Compliance: Within the next 100 hours TIS
Effective Date: 30 September 1973

DCA/CESS182/119A Fuel Cell Capacity Placard - Modification

- Applicability:** Model 182 Series S/N 62251 through 63590
AND any other 182 S/N aircraft in which original fuel cells have been replaced with cells manufactured in June 1973 or later
- Requirement:** Comply with Cessna SESL SE 75-7 & Supl. 1
(FAA AD 75-16-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 15 October 1975

DCA/CESS182/120 Wing Flap Actuator Ball Nut Assembly - Inspection, Placard and Replacement

- Applicability:** Model 182 Series S/N 18265065 through 18265254
- Requirement:** Inspect and Replace per Cessna SESL SE 76-25.
(FAA AD 77-02-09 refers)
- If the date code stamp on the actuator is OH, HH, WH or ZH, install a placard near the flap control which reads:
"FLAP EXTENSION PROHIBITED",
until the ball nut assembly has been replaced per Cessna SESL SE 76-25.
- Compliance:** Inspection - before further flight, unless already accomplished. If assembly found defective, placard as above before further flight and replace assembly within next 50 hours TIS
- Effective Date:** 18 February 1977

DCA/CESS182/121 Induction Airbox Seal - Inspection

- Applicability:** Model 182 Series S/N 18251557 through 18264790
- Requirement:** Comply with Cessna SESL SE 76-18
(FAA AD 77-04-05 refers)
- Compliance:** Within the next 50 hours TIS
- Effective Date:** 31 March 1977

DCA/CESS182/122 Cancelled: Purpose fulfilled

DCA/CESS182/123 Horizontal Stabiliser - Inspection

- Applicability:** Model 182 Series S/N 18262466 through 18265327 as identified in SESL.
- Requirement:** Comply with Cessna SESL SE 77-11
(FAA AD 77-14-09 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 17 August 1977

DCA/CESS182/124 ELT Installation - Inspection and Modification

- Applicability:** Model 182 Series S/N 18260797 through 18265965
AND any other 182 with ELT installation per Cessna SESL SE 73-41 and kits AK 150-97F or AK 150-104A
- Requirement:** Comply with Cessna SESL SE 77-41
(FAA AD 77-23-11 and 78-01-14 refers)
- Compliance:** Inspection - within next 50 hours TIS
Modification - within next 100 hours TIS
- Effective Date:** 16 December 1977

DCA/CESS182/125 Flexible Fuel Tanks - Inspection

- Applicability:** Model 182 Series S/N 18253599 through 18260825
AND any other model 182 aircraft equipped with Goodyear BTC-39 series fuel tanks.
- Requirement:** Accomplish the following:
1. Visual inspection per Part A of Cessna SESL SE 78-10 & Supl. 1.
2. Detailed inspection per Part B of Cessna SESL SE 78-10 & Supl. 1 followed by Part C as necessary.
(Goodyear SB FT-77-1 and FAA AD 78-05-06 also refer)
- Compliance:** 1. Within next 25 hours TIS or 30 days whichever is the sooner.
2. Within next 100 hours TIS or 6 months whichever is the sooner, thereafter at intervals not exceeding 12 months.
- Effective Date:** 28 April 1978

DCA/CESS182/126A Fuel Cap - Modification

- Applicability:** Model 182 Series S/N 33000 through 53007
and S/N 18253008 through 18268434
Model A182 Series S/N A182-0001 through A182-0146
Model F182 Series S/N F18200001 through F18200169
Model R182 Series S/N R18200001 through R18201999
Model FR182 Series S/N FR18200001 through FR18200070
- Requirement:** Fit vented fuel caps with related adapters and fuel servicing placards per Cessna SEB 92-27.
(FAA AD 79-10-14 R1 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished.
- Effective Date:** DCA/CESS182/126 - 23 March 1979
DCA/CESS182/126A - 20 December 1996

DCA/CESS182/127 Electrical System - Modification

- Applicability:** Model 182 Series S/N 33000 through 34999 and S/N 51001 through 51556 and S/N 18254680 through 18265965.
- Requirement:** To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle behind instrument panel, disconnect at ammeter or electrical system bus as applicable, wire which connects bus to cigar lighter receptacle (wire is connected to either the bus side, or equipment side of a circuit breaker, or to the ammeter) then either:
- (a) Reconnect wire to bus using an existing or newly installed circuit protection device properly rated for wire gauge used, or
 - (b) Disconnect wire from lighter receptacle and remove it from aircraft, or
 - (c) Insulate disconnected end of wire and secure it to bundle in which it is routed. (FAA AD 79-08-03 refers)
- Note:** FAA AC 43.13-1A contains guidance information on wire gauge/circuit protection device ratings.
- Compliance:** Within next 100 hours TIS
- Effective Date:** 29 June 1979

DCA/CESS182/128 Alternator Installation - Modifications And Inspection

- Applicability:** Model 182 Series S/N 18257446 through 18266590
Model F182 Series S/N F18200001 through S/N F1820094
- Requirement:**
1. Install either additional ground strap per Cessna SESIL SE 79-59 or, embody Cessna service kit SK 182-55A per SESIL SE 79-58.
 2. Visually inspect alternator installation for, and if necessary provide, at least ½ inch clearance between alternator and adjacent flammable fluid carrying lines, power plant controls and electrical wiring.
 3. Visually inspect existing alternator to airframe ground for proper installation (SE 79-59 view A-A refers), evidence of looseness at the terminal and adequate length to allow for relative motion between alternator and airframe. Also, confirm that ground straps between engine and airframe mount are installed and provide continuity between engine and mount. Correct any unsatisfactory conditions found per FAA AC 43.13-1A. (FAA AD 79-25-07 refers)
- Compliance:** Within next 50 hours TIS unless already accomplished.
- Effective Date:** 8 February 1980

DCA/CESS182/129 Aileron Hinge Pin Installation - Inspection

- Applicability:** Models 182 & T182 Series S/N 18266591 through 18268350
Models R182 & TR182 Series S/N R18200584 through R18201954
Model F182 Series S/N F18200095 through F18200169
Model FR182 Series S/N FR18200021 through FR18200070
- Requirement:** Inspect per Cessna SIL SE 83-18 and rectify defective installations as prescribed. (FAA AD 83-22-06 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished.
- Effective Date:** 16 December 1983

DCA/CESS182/130 Bladder Type Fuel Cells - Inspection And Modification

- Applicability:** Models 182 Series S/N 18233000 through 18266590
Model R182 Series S/N R18200001 through R18200583
with bladder type fuel cells
- Requirement:** To preclude possible power loss or engine stoppage due to water contamination of fuel system accomplish the following:
1. Inspect fuel tank filler areas and caps for proper sealing, check fuel cap seal by actuating locking tab and noting that force is maintained between cap seal and adaptor when tab is in over-centre locked position, or accomplish leak test per Cessna SIL SE 82-34.
Note: No longer required when raised neck fuel caps installed per Cessna SK 182-85 (SIL SE 84-16 refers)
 2. Inspect fuel cell for wrinkles per Cessna SIL SE 84-4. If wrinkles found, modify and rework fuel cell per Cessna SIL SE 84-9 within the next 100 hours TIS.
Note: No longer required when modification embodied.
 3. Install quick drains in fuel tank sumps and reservoirs where applicable, per Cessna SILs SE 79-45 and SE 84-8.
(FAA AD 84-10-01 R1 refers)
- Compliance:** 1 and 2 inspections - within next 50 hours TIS and thereafter at intervals not exceeding 12 months.
3. Modification - within next 100 hours TIS.
- Effective Date:** 27 July 1984

DCA/CESS182/131A Cancelled – DCA/CESS182/152 refers

Effective Date: 30 June 2011

DCA/CESS182/132 Fuel, Oil or Hydraulic Hose - Removal

- Applicability:** All model 182 series, all S/Ns.
- Requirement:** To prevent fuel, oil or hydraulic systems failure caused by a collapsed hose, check the aircraft maintenance records for any fuel, oil or hydraulic hose, Cessna P/N S51-10, replaced between March 1995 and 14 March 1997. If any fuel, oil or hydraulic hose, Cessna P/N S51-10, has been replaced between March 1995 and 14 March 1997, accomplish the following:-

Before further flight physically check for a diagonal or spiral external reinforcement wrap per Cessna SB SEB96-15. Replace any P/N S51-10 hose that has a diagonal or spiral pattern external reinforcement wrap with a P/N S51-10 hose that has a criss-cross pattern external wrap per SB SEB96-15.
(FAA AD 97-01-13 refers)
- Compliance:** Within next 60 hours TIS or 60 days, whichever is the sooner.
- Effective Date:** 14 March 1997

DCA/CESS182/133 Engine Exhaust Muffler - Replacement**Applicability:** Models 182S**Requirement:** To prevent carbon monoxide gas from entering the cabin heating system and cabin, which, could result in passenger and pilot injury with consequent loss of control of the aircraft, accomplish the following:-

For Model 182S with S/N 18280050 through 18280060, 18280062, 18280063, 18280066, 18280067 through 18280070, and 18280083. Replace the left and right engine exhaust mufflers with an equivalent part per the appropriate Cessna maintenance manual. Cessna SB97-78-01 also refers.

For all Model 182S. Aeroquip engine exhaust muffler, P/N 71379-1254017-8 must not be installed.
(FAA AD 98-01-14 refers)

Compliance: Before further flight.**Effective Date:** 13 February 1998**DCA/CESS182/134 Alternate Static Air Source - Placard and Inspection****Applicability:** Model 182S S/N 18280001, 1820002, 18280004 through 18280045, 18280048 through 18280060, 1820062 through 18280064, 18280067, and 18280070.**Requirement:** To prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control of the aircraft, accomplish the following:-

1. Fabricate a placard with the following words, using letters at least 1/8-inch in height, and install this placard in the cockpit within the pilot's clear view:

IFR operation is prohibited.

Use of the alternate static air source is prohibited.

2. Inspect the alternate static air source valve to assure that the alternate static air source valve is not restricted by the identification placard and to assure that the valve body does not separate from the valve flange per Cessna SB 97-34-02, Revision 1.

If the alternate static air source valve is restricted, prior to further flight rework the alternate static air source assembly per SB 97-34-02, Revision 1.

If the valve body separates from the valve flange, replace the alternate static air source assembly per the maintenance manual at one of the following compliance times. Prior to further flight to eliminate the operating limitations required by the placard above, or within the next 25 hours TIS provided the operating limitations required by the placard are adhered to.

Note 1: The placard requirements of this AD may be eliminated when the inspection, rework, and replacement requirements are accomplished.

Note 2: Within 28 days after the inspection send the results of the inspection to the CAA.

(FAA AD 98-01-01 refers)

Compliance: 1. Before further flight.

2. Within the next 100 hours TIS or within the next 4 calendar months, whichever occurs first.

Effective Date: 13 March 1998

DCA/CESS182/135B Engine Exhaust Muffler – Inspection and Replacement

Applicability: Model 182S S/N 18280001 through 18280286 that do not have Cessna SB 98-78-03 incorporated.

Requirement: To detect and correct damage to the engine exhaust mufflers caused by high stresses imposed on the attachment of the exhaust at the area of the firewall, which could result in cracking and exhaust gases entering the aircraft cabin with consequent crew and passenger injury, accomplish the following:-

1. Fabricate a placard that specifies the following, and install on the instrument panel within the pilot's clear view. The placard should utilize letters of at least 0.10-inch in height and contain the following words:

If the engine backfires upon start-up, prior to further flight, inspect and replace (as necessary) all engine exhaust muffler end plates in accordance with airworthiness directive DCA/CESS182/135.

2. Insert a copy of this AD into the Limitations Section of the aircraft flight manual.
3. Inspect all engine exhaust muffler end plates (four total) for cracks on the forward (upstream) or aft (downstream) end of each muffler can. Prior to further flight, replace any engine exhaust muffler where an end plate is found cracked. The replacement does not eliminate the repetitive inspection requirement of this AD.

Note: Cessna SB98-78-02, depicts the area to be inspected. The actions of this SB are different from those required by this AD. This AD takes precedence over the actions specified in the SB, and accomplishment of the SB is not considered an alternative method of compliance to the actions of this AD.

4. Replace the engine exhaust mufflers with ones of improved design, P/N 1254017-19 or P/N 9954200-9 per Cessna Service Bulletin SB98-78-03. Replacements terminate the repetitive inspection and placard requirements of this AD. (FAA AD 2000-02-14 refers)

Compliance:

1. By 28 July 1998
2. By 28 July 1998
3. Within the next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS after the previous inspection (including any inspection accomplished after an engine backfire).
4. By 24 February 2001

Effective Date: DCA/CESS182/135A - 17 December 1999
DCA/CESS182/135B - 24 February 2000

DCA/CESS182/136 Wing Extension STC SA00276NY - Inspection

Applicability: Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, R182, T182 and TR182 that have wing extension supplemental type certificate (STC) SA00276NY or supplemental type approval (STA) SA93-136 incorporated. The STA is the Canadian version of the U.S. STC.

Requirement: To prevent wing failure during flight caused by the absence of an angle stiffener, and loss of the aircraft, accomplish the following:-

Inspect inside the left and right wings, aft of the spar, closest to where the strut connects to the wing, for an angle stiffener along the lower spar cap between Wing Station (W.S.) 90 and W.S. 110 per Part A of the Accomplishment Instructions of Air Research Technology, Inc. (ART) SB-1-96, Issue 1, dated April 11, 1996.

If an angle stiffener is not installed, prior to further flight, install a stainless steel reinforcement strap on the underside of each wing, along the spar at W.S. 100.50 per Part B of the Accomplishment Instructions of ART SB-1-96, Issue 1, dated April 11, 1996.

(FAA AD 98-16-04 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 25 September 1998

DCA/CESS182/137 Cancelled – FAA AD 2013-11-11 refers

Effective Date: 1 August 2013

DCA/CESS182/138 Fuel Strainer Assembly – Inspection

Applicability: Models 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R/T182, 182R, R182, R182/TR182, A182J, A182K, A182L, A182N, F182P, F182Q and FR182 that have fitted a Cessna P/N 0756005-2 top assembly, P/N 0756005-8 fuel strainer assembly, or a P/N 0756005-9 fuel strainer assembly shipped from Cessna between 12 December 1996, and 5 September 1997.

Note: All aircraft S/Ns, including those manufactured in France that have a capital "F" or "FR" prefix on the model number:

Requirement: To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power or complete engine stoppage during flight, accomplish the following:-

1. Measure the standpipe in the fuel strainer assembly (tube in the filter strainer top assembly) for a visible maximum length of 1.68 inches, per Cessna SEB 97-9. If the standpipe measures greater than 1.68 inches, prior to further flight, replace the filter strainer top assembly per SEB 97-9.

2. Do not fit to any aircraft a fuel strainer assembly where the standpipe measures greater than 1.68 inches.

(FAA AD 2000-06-01 refers)

Compliance: 1. By 27 April 2001
2. From 27 April 2000

Effective Date: 27 April 2000

DCA/CESS182/139A Honeywell KAP 140 Autopilot Computer System - Modification

Applicability: The following models and S/Ns that are equipped with a Honeywell KAP 140 autopilot computer system,

(P/N) 065-00176-2501, P/N 065-00176-2602, P/N 065-00176-5001, P/N 065-00176-5101, P/N 065-00176-5201, P/N 065-00176-5402, or P/N 065-00176-7702, all serial numbers; and

Model 182S S/N 18280001 through 18280944.

Model 182T S/N 18280945 through 18281064, 18281067 through 18281145, 18281147 through 18281163, 18281165 through 18281167, and 18281172.

Model T182T S/N T18208001 through T18208109, and T18208111 through T18208177.

Requirement: To prevent unintentional engagement of the KAP 140 autopilot computer system, which could cause the pilot to take inappropriate actions, accomplish the following per Cessna Service Bulletin SB02-22-01, and Honeywell Service Bulletin No: KC 140-M1, as specified in Honeywell Installation Bulletin No. 491, Rev. 3.

Update the KC 140 autopilot computer system operating software.

Change the unit P/N by attaching sticker, P/N 057-02203-0003, on the unit's serial tag.

Attach an M decal, P/N 057-02984-0501, in front of the unit S/N to indicate that the unit's P/N has been changed.

Attach a software mod tag, P/N 057-05287-0301, in place of the old tag to indicate the software change to SW MOD 03/01.

(FAA AD 2004-15-18 refers)

Compliance: Within next 100 hours TIS.

Effective Date: DCA/CESS182/139 - 29 January 2004
DCA/CESS182/139A- 30 September 2004

DCA/CESS182/140 Shoulder Harness – Inspection & Modification

Applicability:

Model	182	S/N 613 and 33000 through 33842.
	182A	S/N 33843 through 34753, 34755 through 34999, and 51001 through 51556,
	182B	S/N 34754, 51557 through 51622, and 51624 through 52358,
	182C	S/N 631 and 52359 through 53007,
	182D	S/N 51623 and 18253008 through 18253598,
	182E	S/N 18253599 through 18254423,
	182F	S/N 18254424 through 18255058,
	182G	S/N 18255059 through 18255844,
	182H	S/N 634 and 18255846 through 18256684,
	182J	S/N 18256685 through 18257625,
	182K	S/N 18255845, 18257626 through 18257698, and 18257700 through 18258505.
	182L	S/N 18258506 through 18259305,
	182M	S/N 662, 18257699, and 18259306 through 18260055,
	182N	S/N 18260056 through 18260445,
		which have incorporated Cessna Mod Kit AK182-75.

Requirement: To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:

1. Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1.

2. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1

3. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane logbook showing compliance with this AD.

4. Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.

(FAA AD 2004-19-01 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 25 November 2004

DCA/CESS182/141 Flight Control Systems – Inspection and Rework.

Applicability: Model 182T aircraft S/N 18281522 through 18281525, and 18281537.

Model T182T aircraft S/N T18208353 through T18208365, T18208367 through T18208369, T18208371, and T18208372.

Requirement: To prevent loss of aircraft control due to incorrect or inadequate rigging of critical flight systems, accomplish the following:

Do a one-time detailed inspection of the flight control system, correct installations that do not conform to type design, and repair any damage, per Model 182/T182T Maintenance Manual, Chapter 5 Time Limits/Maintenance Checks.

(FAA AD 2005-05-53R1 refers)

Compliance: Before further flight or by 29 April 2005, whichever is later.

Effective Date: 31 March 2005

DCA/CESS182/142 Power Junction Box Circuit Breakers – Inspection and Replacement

Applicability: Model 182T aircraft, S/Ns 18281242 through 18281502, 18281506, and 18281507.

Model T182T aircraft, S/Ns T18208212 through T18208357.

Requirement: To prevent premature tripping of the power junction box main feeder circuit breakers, which could lead to partial or complete loss of electrical power to the navigation system, communication equipment and lighting in the cockpit, inspect all MC01–3A I.C. 9 (P/N S3100–297) and MC01–3A I.C. 10 (P/N S3100–344) main electrical power junction boxes for any incorrect amperage circuit breakers, per Cessna Service Bulletin No. SB05–24– 01. Replace any incorrect amp circuit breaker with the required 40-amp circuit breaker, prior to further flight.

(FAA AD 2005-13-10 refers)

Note: The required 40-amp circuit breakers are to be installed on all main electrical power junction boxes MC01–3A I.C. 9 (P/N S3100–297) or MC01–3A I.C. 10 (P/N S3100–344).

Compliance: By the 25 September 2005.

Effective Date: 25 August 2005

DCA/CESS182/143 Cancelled - DCA/CESS182/145 refers

Effective Date: 17 April 2007

DCA/CESS182/144 Seatback Lock Assembly – Modification and Inspection

- Applicability:** Model 182S aircraft, S/Ns 18280001 through 18280944
Model 182T aircraft, S/Ns 18280945 through 18281701
Model T182T aircraft, S/Ns T18208001 through T18208453
- Requirement:** To prevent the seatback cylinder lock assembly from bending, cracking or failing and possibly resulting in the seat backrest collapsing during flight, accomplish the following:
1. For aircraft not embodied with Modification Kit MK172-25-10A or Modification Kit MK172-25-10B:
Embodiment Modification Kit MK172-25-10C per Cessna Single Engine Service Bulletin SB04-25-01, revision 4, dated 26 December 2006, or fabricate and install a steel lock rod/bar, per Cessna Single Engine Service Bulletin SB04-25-02, revision 1, dated 17 October 2005 or revision 2, dated 5 June 2006 on both crew seats.
 2. For aircraft embodied with Modification Kit MK172-25-10A or Modification Kit MK172-25-10B:
Inspect the installation of both crew seats per SB04-25-01.
If any discrepancies are found, accomplish the corrective actions per SB04-25-01, before further flight.
If no discrepancies are found, no further action is required.
(FAA AD 2007-05-10 refers)
- Note:** The steel lock rod/bar installed per Cessna SB04-25-02 may be replaced with Modification Kit MK172-25-10C.
- Compliance:**
1. By 31 July 2007 for aircraft with more than 1000 hours TTIS.
By 30 November 2007 for aircraft with 501 to 1000 hours TTIS.
By 29 March 2008 for aircraft with up to 500 hours TTIS.
 2. By 30 April 2007
- Effective Date:** 29 March 2007

DCA/CESS182/145 Fuel Hose End Fittings – Inspection and Rework

- Applicability:** Model 182T aircraft, S/N 18281527 through to 18281889, 18281892, 18281895, 18281897, 18281899, 18281901 and 18281904.
Model T182T aircraft, S/N T18208381 through to T18208659, T18208661, T18208663 through to T18208678, T18208680 through to T18208686, T18208689 and T18208690.
- Note:** This AD requires the torque values of the fuel hose end fittings to be re-established because a visual inspection is not sufficient.
- Requirement:** To detect and correct the torque values of the end fittings of engine fuel hoses, which if left uncorrected could result in the loss of fuel flow and fuel leakage, with the possibility of loss of engine power and an engine compartment fire, accomplish the following:
1. For aircraft not fitted with the Garmin G1000 System, re-establish the torque of the following end fittings:
 - (i) Fuel strainer to engine fuel pump.
 - (ii) Engine fuel pump to fuel injector servo.
 - (iii) Fuel injector servo to fuel manifold valve (except turbo models).

- (iv) Turbo models only: Fuel injector servo to fuel flow transducer.
- (v) Turbo models only: Fuel flow transducer to fuel manifold valve.
- (vi) Fuel injector servo return to firewall fitting.

Re-establish the torque per the following procedure and Cessna Service Bulletin No. SB07-71-01, revision 1, dated 16 March 2007:

Remove the engine upper and side cowlings and the old torque putty or paint around the fuel line end fittings. Loosen the hose end fitting of each fuel hose while using another tool to restrain the attach fitting to prevent joint rotation.

Tighten the hose end fittings to the correct torque, per the table in this AD, and apply the torque paint or putty.

If the hose attach fittings rotate, stop the torque procedure. Disconnect the hose and remove the attach fitting that has rotated. Clean, inspect and/or replace the attach fitting, and/or any seals or sealant. Reinstall the attach fitting and tighten to the correct torque. Reconnect the hose end fitting and tighten to the correct torque, per the table in this AD, and apply the applicable torque paint or putty.

Torque Values for Hose End Fittings

Flare Hex Sizes in Fractions of an Inch	Hose Size	Correct Torque in Inch-pounds	
		Minimum	Maximum
9/16	-4	135	150
11/16	-6	270	300
7/8	-8	450	500

2. For aircraft fitted with the Garmin G1000 System, re-establish the torque of the following end fittings:

- (i) Fuel strainer to engine fuel pump.
- (ii) Engine fuel pump to fuel injector servo.
- (iii) Fuel injector servo to fuel flow transducer.
- (iv) Fuel flow transducer to fuel manifold valve.
- (v) Fuel injector servo return to firewall fitting.

Re-establish the torque per the following procedure and SB No. SB07-71-01:

Remove the engine upper and side cowlings and the old torque putty or paint around the fuel line end fittings. Loosen the hose end fitting of each fuel hose while using another tool to restrain the attach fitting to prevent joint rotation.

Tighten the hose end fittings to the correct torque, per the table in this AD, and apply the torque paint or putty.

If the hose attach fittings rotate, stop the torque procedure. Disconnect the hose and remove the attach fitting that has rotated. Clean, inspect and/or replace the attach fitting, and/or any seals or sealant. Reinstall the attach fitting and tighten to the correct torque. Reconnect the hose end fitting and tighten to the correct torque, per the table in this AD, and apply the applicable torque paint or putty.

(FAA AD 2007-08-03 refers)

Compliance: 1. & 2. Within the next 5 hours TIS.

Effective Date: 17 April 2007

DCA/CESS182/146 Fuel Line Chafing – Rework

Applicability: Models 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q and 182R aircraft, all S/N fitted with:

Air Plains Services Corporation Supplemental Type Certificate (STC) SA00152WI, and

A ground power receptacle mounted on the firewall (forward ground power receptacle).

Requirement: To detect and correct interference between the ground power electrical cable, the fuel strainer cable, and the fuel line between the auxiliary electric fuel pump and the engine-driven fuel pump, which could result in an engine compartment fire, accomplish the following:

1. Remove power to the ground power electrical cable by accomplishing either of the following two instructions per Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated 5 March 2007:

- a) Disconnect the electrical cable at the forward ground power relay and the starter relay, or
- b) Remove the electrical cable between the forward ground power relay and the starter relay.

Fabricate and install a placard as close as possible to the forward ground power receptacle with the following words (using at least 1/8-inch red letters on a white background and a red border):

Ground Power Receptacle is Inoperable

2. Reposition the fuel strainer cable per MSB APS-07-01-01.

3. Inspect the fuel line from the auxiliary electric fuel pump to the engine-driven fuel pump for chafing.

If any chafing is detected beyond the limits defined in MSB APS-07-01-01 replace the fuel line between the auxiliary electric fuel pump and the engine-driven fuel pump with a fuel line P/N AE3663161G0190, or an approved equivalent fuel line, and remove the electrical cable between the forward ground power relay and the starter relay, per MSB APS-07-01-01.

4. Adjust the position of the fuel line fitting at the engine-driven fuel pump per MSB APS-07-01-01.

(FAA AD 2007-09-01 refers)

Compliance: 1. 2. 3. & 4. By 15 May 2007.

Effective Date: 01 May 2007

DCA/CESS182/147 BRS-182 Parachute System – Rework

- Applicability:** All model 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, T182 and T182T aircraft fitted with Ballistic Recovery Systems (BRS), Inc. BRS-182 Parachute System per STC No. SA01999CH.
- Requirement:** To prevent premature separation of the pick-up collar from the launch tube, which could adversely affect the rocket trajectory during deployment and possibly result in the parachute failing to deploy successfully, remove and replace the pick-up collar support and two retaining screws per BRS SB 07-02.
(FAA AD 2008-02-18 refers)
- Compliance:** Within the next 25 hours TIS.
- Effective Date:** 28 February 2008

DCA/CESS182/148 Seat Backrest Attach Brackets – Modification

- Applicability:** Model 182T aircraft, S/N 18281328 through to 18281867, 18281869 through to 18281871, 18281873 through to 18281875 and 18281877.

Model T182T aircraft, S/N T18208240 through to T18208651, T18208654, T18208656 through to T18208659, T18208663, T18208664 and T18208667 through to T18208668.
- Requirement:** To prevent the seat backrest to seatbase attach brackets failing and possibly resulting in the seat backrest collapsing during flight, remove the seats and embody Cessna Aircraft Company Single Engine Modification Kit No. MK206-25-10 per the instructions in Cessna Aircraft Company Service Bulletin No. SB07-25-04.
(FAA AD 2008-05-09 refers)
- Compliance:** Within the next 50 hours TIS or by 8 October 2008 whichever occurs sooner.
- Effective Date:** 8 April 2008

DCA/CESS182/149 Alternate Static Air Source Selector Valve – Inspection

- Applicability:** The following aircraft fitted with an alternate static air source selector valve P/N 2013142-18 since 19 November 2007:

Model 182 aircraft, all S/N.
Model 182S aircraft, S/N 18280001 through to 18280944.
Model 182T aircraft, S/N 18280945 through to 18282062 and 18282065.
Model R182 aircraft, all S/N.
Model T182 aircraft, all S/N.
Model TR182 aircraft, all S/N.
Model T182T aircraft, S/N T18208001 through to T18208822 and T18208828.
Model F182P aircraft, all S/N.
Model F182Q aircraft, all S/N.
Model FR182 aircraft, all S/N
- Note 1:** Model 182T aircraft, S/N 18282062 and 18282065, and model T182T aircraft, S/N T18208822 and T18208828 had an alternate static air source selector valve P/N 2013142-18 installed at manufacture.
- Note 2:** P/N 2013142-18 superseded P/N 2013142-9, -13 and -17.
- Requirement:** To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result loss of aircraft control, accomplish the following:
1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard.

If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

Note 3: If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

2. Before fitting an alternate static air source selector valve P/N 2013142-18 to any aircraft, accomplish requirement 1 of this AD.
(FAA AD 2008-10-02 refers)

Compliance:

1. Before further flight.
2. From 12 May 2008.

Effective Date: 12 May 2008

DCA/CESS182/150 Alternate Static Source Selector – Inspection

Applicability: Model 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, F182P, F182Q, FR182, R182, T182, T182T and TR182 aircraft, all S/N manufactured between 1 January 1993 and 31 March 2008, or fitted with an alternate static air source selector valve P/N 2013142-18 as a replacement part between 1 January 1993 and 31 March 2008, unless already in compliance with DCA/CESS182/149.

Note 1: This AD includes aircraft not previously affected by DCA/CESS182/134 and DCA/CESS182/149 and all those aircraft fitted with an alternate static air source selector valve P/N 2013142-18 between 1 January 1993 and 31 March 2008. Alternate static air source selector valve P/N 2013142-18 replaced P/N 2013142-9, -13 and -17.

Requirement: To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result in loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard per the procedures in Cessna Single Engine SB SB08-34-02 revision 1 dated 6 October 2008, Cessna Caravan SB CAB08-4 revision 1 dated 6 October 2008, Cessna Single Engine SB SEB08-5 dated 13 October 2008 or Cessna Multi-engine SB MEB08-6 dated 13 October 2008, as applicable.

If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

2. Before fitting an alternate static air source selector valve P/N 2013142-18 to any aircraft, accomplish requirement 1 of this AD.

Note 2: If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.
(FAA AD 2008-26-10 refers)

Compliance:

1. By 3 February 2009 for IFR aircraft, and within the next 100 hours TIS or by 23 May 2009 whichever occurs sooner for non IFR aircraft.
2. From 23 January 2009.

Effective Date: 23 January 2009

DCA/CESS182/151 Intercooler Hoses – Inspection and Replacement

Applicability: Model 182Q and 182R aircraft, all S/N fitted with Soci   de Motorisations A  ronautiques (SMA) aircraft diesel engine (ADE) Model SR305-230-1 per STC SA03302AT, or fitted with SMA ADE model SR305-230 per STC SA03302AT and converted to model SR305-230-1 per SMA SB-01-76-002.

Note 1: This AD is only applicable if the aircraft is embodied with STC SA03302AT.

Requirement: To prevent loose intercooler inlet and outlet hoses and clamps possibly resulting in loss of turbo boost and engine power, accomplish the following:

1. Remove intercooler P/N SF01170004-0 and fit a reworked intercooler P/N SF01170004-1. Remove the intercooler inlet and outlet hoses and fit a new intercooler inlet hose P/N SF01170083-0 and an intercooler outlet hose P/N SF01170048-0.
2. Inspect the intercooler inlet and outlet hoses and clamps for displacement, and retorque the clamps. If any displacement is found accomplish the corrective actions per SB-C182-75-004 before further flight.
3. Inspect the intercooler outlet and inlet hose assembly installation for displacement, damaged clamps and hoses. If any defects are found accomplish the corrective actions per SB-C182-75-004 before further flight.
4. An intercooler P/N SF01170004-0 shall not be fitted to any aircraft.

Note 2: Accomplish the requirements of this AD per SMA SAFRAN Group SB-C182-75-004 revision No. Basic Issue, dated 8 July 2008.
(FAA AD 2009-04-05 refers)

Compliance:

1. Before further flight unless previously accomplished.
2. Within the next 25 hours TIS after accomplishing requirement 1, unless previously accomplished.
3. Within the next 100 hours TIS after accomplishing requirement 1 or by 27 March 2010 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
4. From 27 March 2009.

Effective Date: 27 March 2009

DCA/CESS182/152 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, F182P, F182Q, FR182, R182, T182 and TR182 aircraft, all S/N.

Note: This AD supersedes DCA/CESS182/131A to introduce additional inspection requirements, to improve the clarity of the required inspections, and provide improved figures/graphics. The FAA continue to receive reports of inadvertent seat movement. These reports included an incident of a seat separating from the seat track due to wear of the seat roller housing tangs.

Requirement: To prevent seat slippage or disengagement of the seat roller housing from the seat rail which could result in the pilot/copilot being unable to reach all the controls and loss of aircraft control, accomplish the inspections and corrective actions in FAA AD 2011-10-09 on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and the lock pin springs.
(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS182/131A (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

Effective Date: 30 June 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/state-of-design-airworthiness-directives)
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-11-11 Engine Oil Pressure Switch – Inspection and Replacement

Effective Date: 1 August 2013

DCA/CESS182/153A Cancelled – FAA AD 72-07-09 refers

Effective Date: 25 August 2016

72-07-09 Vertical Stabiliser - Inspection

Note 1: This AD is applicable to aircraft not embodied with an improved aft tailcone bulkhead installation per Cessna Single Engine Service Bulletin SEB99-12 original issue, dated 13 September 1999, or later FAA approved revision.

Note 2: SEB99-12 introduces an improved vertical stabiliser aft spar attachment bulkhead which is approved as a terminating action to the repetitive inspections mandated by FAA AD 72-07-09. For aircraft embodied with the modification specified in SEB99-12, the repetitive inspections/corrective actions specified in the Cessna Maintenance Manual are applicable.

Note 3: Cessna Service Letter SE72-3 dated 11 February 1972, or later FAA approved revision, pertains to the subject of this AD.

Effective Date: 25 August 2016

2020-18-01 Forward Cabin Doorpost Bulkhead – Inspection

Applicability: Refer to FAA AD 2020-18-01.

Effective Date: 12 November 2020

2020-21-22 Tailcone and Horizontal Stabiliser – Inspection

Applicability: Cessna 182, 182A, 182B, 182C and 182D aircraft, all S/N.

Effective Date: 7 December 2020

*** 2025-23-08 Intercooler Inlet and Outlet Hoses – Inspection**

Applicability: Cessna 182Q and 182R aircraft, fitted with an affected part as defined in paragraph (g)(1) of FAA AD 2025-23-08 embodied in accordance with STC SA03302AT.

Effective Date: 2 December 2025