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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-12

Effective date 18 December 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 25-12
18 December 2025

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters AS 350 Series	EASA AD 2025-0263	Single Generation Hydraulic System Wiring Diode – Cut-off Test	18-Dec-25
Bell 429 Series	TC AD CF-2025-64	Sliding Door Lower Roller Disengagement - Inspection	18-Dec-25
Bell 505	TC AD CF-2025-62	Elongated Holes and Gaps in Tail Cone Assembly - Inspection	12-Dec-25
Bolkow 208 Series	EASA AD 2025-0284	Rudder Control System / Drive - Inspection	30-Dec-25
Bolkow 209 Series	EASA AD 2025-0284	Rudder Control System / Drive - Inspection	30-Dec-25
Guimbal Cabri G2	EASA AD 2025-0282	Emergency Locator Transmitter - Inspection	19-Dec-25
Pilatus PC-12 Series	EASA AD 2025-0271	Central Computer / Primus APEX Operational Software - Modification	18-Dec-25
Pilatus PC-6 Series	DCA/PC6/32D	EASA AD 2007-0241R4 Cancelled – EASA AD 2025-0281 refers	25-Dec-25
Pilatus PC-6 Series	EASA AD 2020-0278	Cancelled – EASA AD 2025-0281 refers	25-Dec-25
Pilatus PC-6 Series	EASA AD 2025-0281	Airworthiness Limitations Section – Amendment	25-Dec-25
Pratt & Whitney PT6 Series	TC AD CF-2025-66	Compressor Turbine (CT) Disk Assembly - Inspection	19-Dec-25
Rotax Engines	EASA AD 2025-0267-E	Propeller Gearbox - Inspection	2-Dec-25
Rotax Engines	UK CAA MPD 2025-006-E	Propeller Gearbox - Inspection	6-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

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

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

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

Note:

Airworthiness Directive Schedule Amendment Nr. 26-01 is scheduled for issue on Thursday 29 January 2026.

Notes on New and Revised Airworthiness Directives

Bell 505 Transport Canada AD CF-2025-62 Elongated Holes and Gaps in Tail Cone Assembly - Inspection

Transport Canada (TC) AD 2025-62 with effective date 12 December 2025 is applicable to Bell 505 helicopters, S/N 65011 and onwards.

Compliance with TC AD 2025-62 is required within 25 hours TIS for a tail cone assembly that has accumulated 1725 hours, or more TIS.

Bell has identified a manufacturing quality escape affecting certain tailcone assemblies of model 505 helicopters. Specifically, gaps have been found between the frames and skin of the tailcone assembly, and elongated holes have been observed in multiple joints of the tail boom.

These discrepancies may result to the initiation of a crack in a non-inspectable area of the tail boom skin, which can propagate circumferentially and remain undetected until it reaches a critical length.

This condition, if not detected and corrected, could result in a tail boom skin fracture, potentially leading to separation of the tail boom from the fuselage and consequent loss of control of the helicopter. To mitigate this risk, Bell has published Alert Service Bulletin (ASB) 505-24-41 to require initial and repetitive inspections of the tailcone assembly for gaps in addition to initial and recurring inspections for loose, damaged or missing rivets.

Bell has also determined from additional load level survey testing on the tailcone assembly that a reduction of the published life limit is required. Consequently, Bell has revised Chapter 4, Airworthiness Limitations Schedule (ALS) of the Bell 505 Maintenance Planning Information, BHT-505-MPI, to reduce the airworthiness life limit of the tailcone assemblies.

This AD mandates the reduced airworthiness life limit in addition to the requirements of ASB 505-24-41.

Affected tailcone assembly:

A tailcone assembly P/N SLS-030-600-XYZ, where XYZ represents several different three-digit dash numbers of tailcone assemblies, with affected S/N listed in Table 1 of Bell ASB 505-24-41 Revision A, dated 1 July 2025.

Pilatus PC-6 Series EASA AD 2025-0281 Airworthiness Limitations Section – Amendment

The Airworthiness Limitations (ALS) for the Pilatus PC-6 aeroplanes, which are approved by EASA, are currently defined and published in the AMM Chapter 04-00-00 or in the separate ALS. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2007-0241R4 to require inspections and replacement of the wing strut fitting, and AD 2020-0278 to require the actions described in Chapter 04-00-00 of Pilatus PC-6 AMM, Document Number 01975, or Document Number 01975 (IAC AR), both at issue 30, and ALS Document Number 02334 at issue 10, as applicable.

Since those ADs were issued, Pilatus has updated the ALS, as defined in this AD, which now contains new and/or more restrictive tasks and limitations. Additionally, the ALS took over the requirements of EASA AD 2007-0241R4.

For the reasons described above, this AD retains the requirements of superseded EASA AD 2007-0241R4 and AD 2020-0278, and requires accomplishment of the actions specified in the latest approved revision of the ALS.

Rotax Engines EASA AD 2025-0267-E Propeller Gearbox - Inspection

EASA AD 2025-0267-E is applicable to Rotax 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24 and Rotax 916 iSc3 C24 engines, all S/N.

Compliance with EASA AD 2025-0267-E is required before further flight after 2 December 2025, the effective date of the AD.

Note: EASA AD 2025-0267-E is applicable to type certified engines.

This AD is prompted by an occurrence reported to EASA, where on a recently manufactured engine it was found that the M40 x 1.5 collar nut had not been installed on the propeller gearbox; a deficiency, which (in the worst case) may result in the propeller shaft being pulled out of the gearbox housing during operation.

This condition, if not detected and corrected, could result in an in-flight engine failure and/or loss of propeller retention, with possible loss of control of the aircraft.

To address this potential unsafe condition, BRP-Rotax issued ASB-915 i-021 / ASB-916 i-009 Revision 1, to provide instructions for inspection of the propeller gearbox and applicable corrective action(s).

For the reason described above, this Emergency AD requires inspection of the propeller gearbox and, depending on findings, accomplishment of corrective action(s).

Serviceable gearbox:

A propeller gearbox with P/N 686810 (916 i series engines) or P/N 686790 (915 i series engines), that has passed (no discrepancy found; or applicable corrective action(s) accomplished) the inspection in accordance with the instructions in ASB-915 i-021 / ASB-916 i-009; or that has been manufactured after 18 November 2025; or that has been overhauled after 18 November 2025; or that has a S/N that is not listed in Chapter 4, Appendix, of the ASB, or a later approved revision.

Rotax Engines UK CAA MPD 2025-006-E Propeller Gearbox - Inspection

UK CAA MPD 2025-006-E is applicable to Rotax 915 iS A, 915 iS C24, 916 iS A, and 916 iS C24 series engines, all models, all S/N.

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

Compliance with UK CAA MPD 2025-006-E is required before further flight after 6 December 2025, the effective date of the AD.

Note: UK CAA MPD 2025-006-E is applicable to non-type certified engines.

This AD is prompted by an occurrence reported to EASA, where on a recently manufactured engine it was found that the M40 x 1.5 collar nut had not been installed on the propeller gearbox; a deficiency, which (in the worst case) may result in the propeller shaft being pulled out of the gearbox housing during operation.

This condition, if not detected and corrected, could result in an in-flight engine failure and/or loss of propeller retention, with possible loss of control of the aircraft.

To address this potential unsafe condition, BRP-Rotax issued ASB-915 i-021 / ASB-916 i-009 Revision 1, to provide instructions for inspection of the propeller gearbox and applicable corrective action(s).

For the reason described above, this Emergency AD requires inspection of the propeller gearbox and, depending on findings, accomplishment of corrective action(s).

The UK CAA MPD can be obtained from the UK CAA webpage at:
https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/continuing-airworthiness/mandatory-permit-directives/

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 25-12 **AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS** 18 December 2025

Schedule:	Date:
AD Schedule Cover Page	18 DEC 25
AD Schedule Revision Status	18 DEC 25
List of New or Revised ADs	18 DEC 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	18 DEC 25
Bolkow BO 209 Monsun	18 DEC 25
British Aerospace Dove (DH 104)	19 FEB 93
British Aerospace Heron (DH 114)	19 FEB 93
Britten-Norman Islander BN2 Series	25 JUL 24
Cessna 120 Series	28 APR 22
Cessna 150/152 Series	29 SEP 11
Cessna 170 Series	30 JUN 11
Cessna 172 Series (includes R172)	29 OCT 20
Cessna 175 Series	28 JUL 16
Cessna 177 Series	23 FEB 23
Cessna 180 Series	26 NOV 20
Cessna 182 Series	27 NOV 25
Cessna 185 Series	26 NOV 20
Cessna 188 Series	27 AUG 20
Cessna 195 Series	28 NOV 13
Cessna 206 Series	29 OCT 20
Cessna 207 Series	29 OCT 20
Cessna 208 Series	25 MAR 21
Cessna 210 & 205 Series	23 FEB 23
Cessna 303 Series	30 JUN 11
Cessna 337 Series	27 JUL 17
Cessna 310 & 320 Series	29 SEP 16
Cessna 402 Series	31 MAY 18
Cessna 404 Series	29 NOV 07
Cessna 414 Series	24 FEB 00
Cessna 421 Series	31 MAY 18
Cessna 425 Series	27 APR 06
Cessna 441 Series	27 MAR 14
Cessna 500 Series	27 MAY 10
Cessna 501 Series	24 SEP 15
Cessna 510 Series	26 APR 18
Cessna 525 Series	26 SEP 24
Cessna 560 Series	27 MAY 10
Cirrus SR20 and SR22 Aircraft	19 DEC 24
De Havilland DH60 Series (Moth)	26 APR 18
De Havilland DH80 Series (Puss Moth)	26 MAR 09
De Havilland DH82 Series (Tiger Moth)	26 APR 18
De Havilland DH83 Series (Fox Moth)	26 APR 18
De Havilland DH89 Series (Dragon Rapide / Dominie)	28 OCT10
De Havilland DH94 Series (Moth Minor)	31 AUG 17
De Havilland DHC-1 Series (Chipmunk)	22 FEB 18
De Havilland DHC-2 Series (Beaver)	30 MAR 23
De Havilland DHC-3 Series (Otter)	28 AUG 25
Diamond DA 20 Series	28 FEB 08
Diamond DA 40 Series	31 JULY 25
Diamond DA 42 Series	19 DEC 24
Diamond DA 62 Series	18 JAN 24
Douglas DC3C-S1C3G	18 APR 19
Dornier Do 228 Series	27 SEP 07
Eagle X-TS & 150 Series	30 AUG 07
Embraer EMB-500	26 NOV 20
Embraer EMB-820 Series	25 FEB 21
Erco 415-D Series (Ercoupe)	31 JAN 13
Extra EA 300 Series	1 OCT 20
Fairchild SA227	25 JUNE 09
G-164 Ag-Cat Series	25 MAY 23
Gippsland GA200 Fatman	27 SEP 12
Gippsland GA8 Airvan	30 JAN 25
Grumman American AA-1 & AA-5 Series	29 JUL 21
Grumman G-44 Series	25 NOV 94
Gulfstream Aerospace G-IV Series	27 SEP 07
Gulfstream Aerospace GA-7	28 FEB 19
Harvard 2, 2A and 3 Series	26 SEP 13
Helio H-250 (Courier)	27 OCT 16
Jabiru Aeroplane Series	27 MAY 21
Kodiak 100	27 JULY 23
Lake LA-4, LA-4-200 & Model 250	28 SEP 17
Maule Series	30 JAN 25
Miles M38 Messenger	18 JUN 24
Mitsubishi MU-2B-26A/ -60 Series	28 JAN 21
Mitsubishi MU-2B-30 Series	25 JUN 20
Mooney M20 Series	23 FEB 23
Moravan Zlin Z-50	28 JUL 05
Moravan Zlin Z-137T	28 JUL 05
Nanchang CJ-6 Series	23 FEB 17
North American P-51 Series	30 MAY 13
Nomad N22 and N24 Series	21 APR 11
Pacific Aerospace CT/4 Series	29 APR 21
Pacific Aerospace FBA-2C Series	29 SEP 22
Pacific Aerospace Fletcher FU24 Series	28 JUL 16
Pacific Aerospace Cresco 08-600	30 APR 20
Pacific Aerospace 750XL	29 AUG 19
Percival Proctor Mk1	26 JUL 07
Percival Proctor Mk5	24 FEB 00
Pilatus PC-6 Series	18 DEC 25
Pilatus PC-12 Series	18 DEC 25
Piper J3 Series	27 FEB 25
Piper PA-14 Series	27 FEB 25
Piper PA-18 Series	27 FEB 25
Piper PA-20 Series	27 FEB 25
Piper PA-22 Series	27 FEB 25
Piper PA-23 Series	27 JAN 22
Piper PA-24 Series	28 JUN 18
Piper PA-25 Series	30 JAN 25
Piper PA-28 Series	25 SEP 25
Piper PA-30 Series	28 JUN 18
Piper PA-31 Series	29 JUL 21
Piper PA-32 Series	28 JAN 21
Piper PA-34 Series	30 MAY 24
Piper PA-38 Series	27 OCT 11
Piper PA-39 Series	17 DEC 15
Piper PA-42 Series	27 OCT 11
Piper PA-44 Series	30 MAY 24
Piper PA-46 Series	21 DEC 23
Pitts S-1 & S-2 Series	26 SEP 19
PZL-M18 Dromander Series	25 SEP 03
PZL-104 Wilga 35 and 80	27 JUN 13
Reims F406 Series	31 JAN 19
Robin DR400 Series	18 JUN 24
Robin R1180 Series	22 FEB 18
Robin R3000 Series	27 NOV 14
Rockwell Commander 112 & 114 Series	24 JUN 21
Slingsby T67 Series	24 NOV 16
Rallye, MS880 and MS890 Series	27 APR 23
Socata TB9, TB10 and TB20 Series	31 JULY 25

Sud Aviation Gardan Horizon GY 80	18 DEC 08
Supermarine Spitfire	26 AUG 20
Taylorcraft BC12-D	26 AUG 20
Tecnam Aircraft	27 MAR 25
Thrush S2R Series	26 OCT 17
Transavia PL12 Series	23 DEC 94
Twin Commander 500/600 Series	30 MAY 13
Univair Stinson 108 Series	22 FEB 18
Vulcanair P68B, P68C and P68C-TC	26 OCT 23
Yakovlev/Aerostar Series	27 OCT 16
Yeoman YA-1 Series	25 OCT 12

Amateur Built

Amateur Built Aircraft	30 MAY 24

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

Ex-military and Vintage Factory Built Aircraft	21 DEC 23

Microlight

Microlight	23 FEB 23

Helicopters

Helicopter - General	25 SEP 25
Agusta Bell AB212	30 MAY 24
Airbus Helicopters SA 315 & SA 316	27 OCT 11
Airbus Helicopters AS 350	18 DEC 25
Airbus Helicopters AS 355	31 JULY 25
Airbus Helicopters EC 120	31 JULY 25
Airbus Helicopters EC 130	27 NOV 25
Airbus Helicopters EC 155 and SA 365	30 OCT 25
Airbus Helicopters Deutschland BO 105	30 OCT 25
Airbus Helicopters Deutschland EC 135	27 NOV 25
Airbus Helicopters Deutschland MBB-BK 117	30 OCT 25
Bell/Kawasaki-Bell 47 Series	25 JUN 09
Bell 205 Series	31 OCT 24
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24
Bell 212 Series	31 OCT 24
Bell 214 Series	26 JUN 14
Bell 222 Series	28 JUL 22
Bell 407 Series	27 NOV 25
Bell 412 Series	31 OCT 24
Bell 427 Series	27 NOV 25
Bell 429 Series	18 DEC 25
Bell 505 Series	18 DEC 25
Bell OH-58 Series	27 NOV 14
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24
Boeing Vertol 107-II	31 AUG 06
Brantly Aircraft B-2 Series	23 DEC 21
Enstrom F-28, 280 & 480 Series	27 SEP 18
Fairchild FH-1100 Series	30 NOV 06
Guimbal Cabri G2	18 DEC 25
Hiller UH-12C & UH-12E Series	28 AUG 25
Kaman K-1200 Kmax	24 FEB 11
Kawasaki BK117 Series	30 OCT 25
Leonardo A109 and AW109 Series	25 SEP 25
Leonardo A119 and AW119 Series	25 SEP 25
Leonardo AW169	29 MAY 25
MD 369, Kawasaki/Hughes 369 & 500N	25 SEP 25
MD 600N	25 SEP 25
MD 900N	22 OCT 15
Robinson R22 Series	31 OCT 24
Robinson R44 Series	19 JUNE 25
Robinson R66 Series	29 FEB 24
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18
Sikorsky Aircraft S-55 Series	25 AUG 05
Sikorsky Aircraft S-76 Series	24 JUN 21

Gliders

Gliders General	25 NOV 21
DG Aviation -100 /-200 /-300 /-400 /-500 /-800 /-808 & /-1000 Series	27 MAR 25
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22
Diamond/Hoffmann H36 Dimona	30 JUN 11
Eiravion OY Pik 20 Series	11 JUN 93
Elliots Eon 463 Series	29 AUG 97
Glasflugel and HPH Glasflugel	28 OCT 21
Grob	31 JULY 25
KR-03A Puchatek	26 July 18
Lange E1 Antares	28 AUG 14
LET Blanik L-13 Series	31 AUG 17
M&D Gliders JS-MD Series	25 NOV 21
MBB Phoebus Series	11 JUN 93
PW-5 Smyk	26 JUL 18
PW-6U	26 JUL 18
Schempp-Hirth Series	31 JULY 25
Schleicher Series	28 JUL 22
Schneider ES52/II Kookaburra	29 OCT 09
Slingsby Series	22 FEB 18
Sportine Aviacija LAK-17 series	25 JUL 19
Start & Flug	28 AUG 98
Stemme S10 Series	31 AUG 22
SZD Series (Allstar PZL)	31 JAN 19
Technoflug Series	26 APR 02
Vliegtuigbouw NV Sagitta	11 JUN 93

Balloons

Balloons	28 AUG 25
Ultramagic Balloons	25 FEB 16

Engines

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

Pratt & Whitney PT6 Series	18 DEC 25
Pratt & Whitney PW206 and PW207 Series	30 AUG 12
Pratt & Whitney PW210 Series	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	18 DEC 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 HS-6 Series	18 APR 19
Williams International FJ44 Series	31 OCT 24

Propellers & Prop Governors

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

Components & Equipment

Aircraft Seats & Harnesses	25 SEP 25
Avionics (previously Radio Communication & Navigation Equipment)	29 MAY 25
Brakes and Wheels	28 AUG 25
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	30 OCT 25
Fuel System Equipment	20 JAN 95
Instruments and Automatic Pilots	25 JUL 24
Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 350 Series

18 December 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 (previously DGAC 157)
AS 350B1	EASA R.008 (previously DGAC 157)
AS 350B2	EASA R.008 (previously DGAC 157)
AS 350BA	EASA R.008 (previously DGAC 157)
AS 350BB	EASA R.008 (previously DGAC 157)
AS 350B3	EASA R.008 (previously DGAC 157)
AS 350D	FAA H9EU

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

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

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

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

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

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

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

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

Contents

DCA/AS350/1 Tail Rotor Swivel Joint - Inspection

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

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

Compliance: At intervals not exceeding 50 hours TIS.

Effective Date: 17 August 1979

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

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

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

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

Effective Date: 17 August 1979

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

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

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

Compliance: Within the next 50 hours TIS

Effective Date: 17 August 1979

DCA/AS350/4 Flying Controls - Modification

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

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

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 17 August 1979

DCA/AS350/5 Main Rotor Dampers - Inspection

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

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

Compliance: At intervals not exceeding 25 hours TIS.

Effective Date: 17 August 1979

DCA/AS350/6 Baggage Door - Inspection

Applicability: All Model AS350.

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

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

Compliance: By 8 August 1979

Effective Date: 31 July 1979

DCA/AS350/7 Tail Rotor Gear Box - Modification

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

Requirement: Modify per Aerospatiale SB 65.08.

(DGAC AD 1979-174-009 refers)

Compliance: By 31 October 1979

Effective Date: 28 September 1979

DCA/AS350/8 Tail Rotor Hub - Modification

Applicability: All Model AS350

Requirement: Modify per Aerospatiale SB 65.13.

(DGAC AD 1979-217-011 refers)

Compliance: By 31 January 1980

Effective Date: 21 December 1979

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

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

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

(DGAC AD 1980-165-014 refers)

Compliance: Mod. 07.0615 - By 31 March 1980

Mod. 07.0804 - By 31 March 1981

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

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

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

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

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

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

Modification - not later that next 300 hour inspection.

Effective Date: 6 June 1980

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

Applicability: All Model AS350

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

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

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

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

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

DCA/AS350/12 Main Rotor Drive - Inspection

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

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

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

Effective Date: 9 January 1981.

DCA/AS350/13 Main Gear Box Oil - Inspection

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

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

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

Effective Date: 3 April 1981

DCA/AS350/14 Cargo-Swing Installation - Modification

Applicability: All Model AS350 with cargo-swing installation.

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

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

Effective Date: 12 June 1981.

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

Applicability: All Model AS350.

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

Compliance: At next 300 hour inspection.

Effective Date: 12 June 1981.

DCA/AS350/16 Tail Rotor Installation - Inspection

Applicability: All Model AS350

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

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

Effective Date: 13 June 1981

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

Applicability: All Model AS350

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

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

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

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

Applicability: All Model AS350 not incorporating mod. 07.1047.

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

2. Modify per Aerospatiale SB 55.02 Rev.1.

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

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

2. Modification - within next 100 hours TIS.

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

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

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

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

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

(DGAC AD 1982-024-024 refers).

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

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

Effective Date: 30 April 1982

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

Effective Date: 28 August 1998

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

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

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

Correct defective screw installations before further flight.

(DGAC AD 1985-068-038 refers).

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

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

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

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

Effective Date: 25 July 2024

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

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

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

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 11 February 1983.

DCA/AS350/25B Main Rotor Shaft - Inspection

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

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

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

2. Before further flight following severe rotor tracking abnormalities.

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

DCA/AS350/26 Emergency Flotation System - Modification

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

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

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

Effective Date: 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

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

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

(DGAC 1985-066-039 refers)

Compliance: Before 1 September 1985

Effective Date: 2 August 1985.

DCA/AS350/28 Oil and Fuel Filters - Inspection

Applicability: All Model AS350

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

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

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

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

(DGAC AD 1985-135-042 refers)

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

2. Filter check - Prior to installation

Effective Date: 28 February 1986

DCA/AS350/29 Raised Skid Landing Gear - Modification

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

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

(DGAC AD 1986-030-043 refers)

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

Effective Date: 2 May 1986

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

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

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

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

(DGAC AD 1986-057-044 refers)

Effective Date: 1 August 1986

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

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

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

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

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

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

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

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

DCA/AS350/32 Fuel Filter - Inspection

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

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

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

Effective Date: 1 August 1986

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

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

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

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

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

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

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

DCA/AS350/34 Sliding Doors - Modification

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

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

Compliance: By 31 May 1988

Effective Date: 18 March 1988

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

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

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

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

Effective Date: 10 March 1989

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

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

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

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

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

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

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

Effective Date: 27 August 2009

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

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

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

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

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

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

2. Within next 50 hours TIS.

Effective Date: 4 July 1991

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

Applicability: Model AS350 Series fitted with the JOLLIET ELT system

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

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

Effective Date: 30 October 1992

DCA/AS350/40 Hydraulic Reservoir - Modification

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

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

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

Effective Date: 30 October 1992

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

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

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

Compliance: Within next 50 hours TIS.

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

DCA/AS350/42 Engine Fire Detection System - Modification

Applicability: Model AS350B1 and B2

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

Compliance: By 31 May 1993

Effective Date: 19 March 1993

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

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

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

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

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

Effective Date: 27 March 1993

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

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

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

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

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

(DGAC AD 1993-090-067R1 refers)

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

2. Modify within next 100 hours TIS.

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

DCA/AS350/45 MGB Oil Pressure Switch - Removal

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

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

(DGAC AD 1994-087-068 refers)

Compliance: By 1 August 1994

Effective Date: 8 July 1994

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

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

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

(DGAC AD 1994-180-069 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 23 December 1994

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

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

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

(DGAC AD 1994-279-070R1 refers)

Compliance: Before further flight.

Effective Date: 9 March 1995

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 29 August 1997

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

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

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

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

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

Effective Date: 29 August 1997

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

Effective Date: 7 October 2015

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

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

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

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

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

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

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

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

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

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

(DGAC AD 1998-511-074 refers)

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

2. Replace by 1 January 2000.

Effective Date: 12 March 1999

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

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

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

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

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

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

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

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

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

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

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

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

DCA/AS350/53 NR Indicator Lighting - Modification

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

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

Compliance: By 24 May 2000

Effective Date: 24 February 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(DGAC AD 2000-268-078 refers)

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

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

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

(DGAC AD 2000-302 refers)

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

Effective Date: 27 July 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Replacement Fairing P/N 350A23.0032.09

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

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

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

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

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

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

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

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

Compliance: (a) AS 350 B3 version:

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

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

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

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

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

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

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

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

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

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

(c) Transfer of bearings between AS 350 versions:

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

Effective Date: 15 March 2001

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

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

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

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

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

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

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

Effective Date: 27 June 2019

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

Effective Date: 30 October 2003

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

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

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

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

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

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

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

DCA/AS350/64 Engine Control Switch – Inspection

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

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

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

Effective Date: 20 December 2001

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

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

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

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

Compliance: By 31 August 2002

Effective Date: 28 February 2002

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

Effective Date: 16 August 2006

DCA/AS350/67 HSI - Inspection

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

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

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

(DGAC AD 2002-281-091 refers)

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

Effective Date: 27 June 2002

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

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

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

(DGAC AD 2002-314-069 refers)

Compliance:

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

Effective Date: 27 June 2002

DCA/AS350/69 Eurocopter Canada Collective Lock - Replacement

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

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

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

(FAA AD 2002-04-07 refers)

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

Effective Date: 27 June 2002

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

Effective Date: 26 September 2019

DCA/AS350/71 Cyclic Friction Cup - Inspection

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

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

(DGAC AD 2003-002 refers)

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

Effective Date: 30 January 2003

DCA/AS350/72 Dynamic Components – Life Correction

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

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

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

   (DGAC AD 2002-452R1 refers)

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

Effective Date: 29 May 2003

DCA/AS350/73A Battery Lug - Inspection

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

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

(DGAC AD 2003-260R1refers)

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

Effective Date: 31 July 2003

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

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

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

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

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

(DGAC AD F-2003-099 refers)

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

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

Effective Date: 30 October 2003

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

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

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

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

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

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

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

DCA/AS350/76 Collective Lever Lock – Inspection

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

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

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

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

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

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

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

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

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

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

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

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

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

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

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

(DGAC AD F-2004-035 refers)

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

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

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

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

(DGAC AD F-2005-042 refers)

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

Effective Date: 22 April 2004

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

Effective Date: 12 December 2008

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

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

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

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

Effective Date: 28 April 2005

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

Effective Date: 28 September 2006

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

Effective Date: 29 September 2005

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

Effective Date: 1 December 2005

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

Effective Date: 1 June 2006

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

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

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

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

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

2.b) Before further flight.

Effective Date: 7 March 2006

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

Effective Date: 28 August 2008

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

Effective Date: 28 August 2008

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

Effective Date: 26 January 2012

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

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

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

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

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

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

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

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

(EASA AD 2006-0183-E refers)

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

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

Effective Date: 11 July 2006

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

Effective Date: 18 May 2007

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

Effective Date: 30 November 2006

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 27 September 2007

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

DCA/AS350/100 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. <u>For container assemblies that were manufactured 12 or more years ago</u>:

By 30 November 2008, and

<u>For container assemblies that were manufactured between 10 and 12 years</u>:

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

<u>For container assemblies that were manufactured between 9 and 10 years</u>:

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

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

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

Thereafter at intervals not to exceed 10 years.

2. From 30 October 2008

3. From 30 October 2008

Effective Date: 30 October 2008

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

Effective Date: 26 February 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 12 December 2008

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

Effective Date: 4 March 2009

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

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

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

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

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

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

1. <u>For AS 350 B, B1, B2, BA, BB and D helicopters</u>:

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. <u>For AS 350 B3 helicopters without upper fin MOD 073148 embodied and without MOD 073288 embodied</u>:

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. <u>For AS 350 B3 helicopters without upper fin MOD 073148 embodied and with MOD 073288 embodied</u>:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 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. <u>For all AS 350 B3 helicopters</u>:

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

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

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

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

(EASA AD 2009-0030 refers)

Compliance: 1. By 15 April 2009.

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

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

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

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

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

4. By 15 April 2009 unless previously accomplished.

5. From 23 February 2009.

Effective Date: 23 February 2009

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

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

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

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

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

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

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

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

1. For aircraft embodied with modification 073237:

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

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

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

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

2. For aircraft not embodied with modification 073237:

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

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

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

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

(EASA AD 2009-0019 refers)

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0027 refers)

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

2. From 4 March 2009.

Effective Date: 4 March 2009

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

Effective Date: 25 March 2013

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

Effective Date: 31 October 2013

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

Effective Date: 9 March 2011

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

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

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

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

1. Visual Inspection:

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

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

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

2. No cracks found:

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

3. New Inspection Requirement:

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

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

4. Rework Requirement:

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

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

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

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

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

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

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

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

Effective Date: 9 March 2011

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

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

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

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

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

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

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

Effective Date: 31 March 2011

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

Effective Date: 4 March 2022

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

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

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

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

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

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

(EASA AD 2011-0104 refers)

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

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

TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

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

Effective Date: 28 February 2017

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

Effective Date: 11 December 2013

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

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

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

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

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

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

Effective Date: 1 March 2012

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

2012-0205 Sliding Door Lower Ball-joint – Modification

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

Effective Date: 15 October 2012

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

Effective Date: 19 October 2012

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

Effective Date: 1 March 2013

2012-0252 Cancelled – EASA AD 2017-0035 refers

Effective Date: 6 March 2017

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

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

2013-0029 Tail Rotor Laminated Half Bearings – Inspection

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

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

Effective Date: 1 March 2013

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

Effective Date: 4 December 2013

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

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

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

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

Effective Date: 18 April 2013

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

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

Effective Date: 7 April 2017

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

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

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

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

Effective Date: 31 October 2014

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

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

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

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

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

2014-0233 Hydraulic Pump Bearing - Inspection

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

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

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

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

Effective Date: 31 October 2014

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

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

Effective Date: 20 May 2015

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

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

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

Effective Date: 18 June 2015

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2015-0178 Normal Procedures – AFM Amendment

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

Effective Date: 31 August 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

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

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

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

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

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

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

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

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

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

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

3.

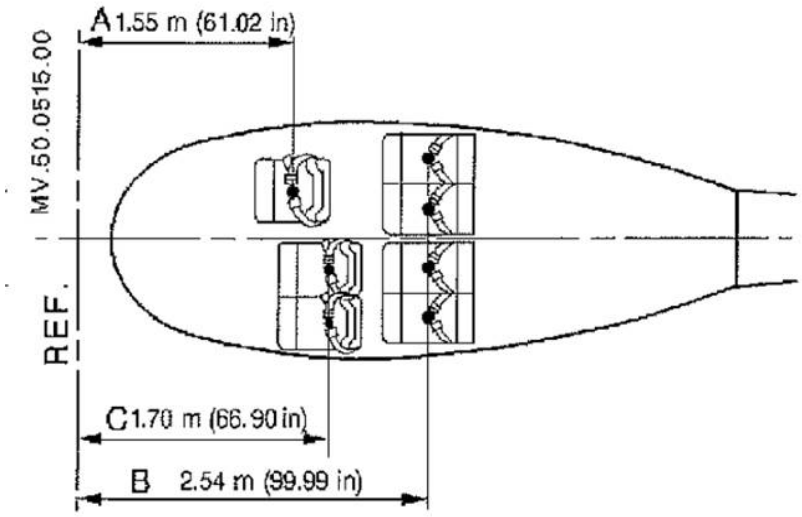

Figure: Airbus Helicopters recommended CG position of forward two-place seat

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

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

CAA Approved
AS350 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

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

Applicability:

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

Requirements:

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

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

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

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

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

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

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

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

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

Page 1 of 1

2016-0020 Main Gearbox Casings – Inspection

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

Effective Date: 5 February 2016

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0220 Dual Hydraulic System – Inspection

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

Effective Date: 18 November 2016

2016-0260 Main Rotor NR Indicator – Inspection

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

Effective Date: 3 January 2017

2017-0020R1 Tail Rotor Pitch Rod – Inspection

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

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

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

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

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

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

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0035 Twist Grip Assembly – Inspection

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

Effective Date: 6 March 2017

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

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

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

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

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

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

AS 350 B2 helicopters, all S/N

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

Effective Date: 7 July 2017

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

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

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

Effective Date: 31 August 2017

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

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

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

Effective Date: 19 January 2018

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

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

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

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

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

Compliance:

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

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

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

   By 25 November 2018, unless previously accomplished.

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

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

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

Effective Date: 4 October 2018

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

Effective Date: 26 September 2019

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

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

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

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

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

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

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

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

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

Compliance: By 31 March 2019

Effective Date: 31 January 2019

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

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

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

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

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

Effective Date: 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

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

Effective Date: 3 April 2019

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

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

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

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

Effective Date: 27 June 2019

2019-0184 Main Rotor Servo Actuators – Inspection

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

Effective Date: 29 August 2019

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

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

Effective Date: 26 September 2019

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

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

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

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

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

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

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

Effective Date: 3 December 2019

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

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

Effective Date: 28 February 2020

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

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

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

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

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

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

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

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

NTech Limited

Ardmore Airport

PDC 14, Papakura, Auckland 2244

Tel: +64 9 296 1950

Fax: +64 9 296 1952

Email: info@ntech.co.nz

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

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

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

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

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

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

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

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

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

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

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

Effective Date: 2 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0099 Cancelled – EASA AD 2023-0075 refers

Effective Date: 14 April 2023

2021-0123-E Tail Rotor Load Compensator – Inspection

Applicability: AS 350 B, AS 350 B2, AS 350 B3 and AS 350 BA helicopters, S/N 1241, 1525, 1601, 1708, 1825, 1910, 1973, 2056, 2072, 2361, 2394, 3170, 3223, 3479, 3789, 9005, 9010 and 9035.

Effective Date: 11 May 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

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

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

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

Effective Date: 3 September 2021

2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection

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

Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025

2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS350 Service Bulletin (SB) No. 53.00.58 in service.

Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.

Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022

2022-0077-E Flight Control Flexball Cables - Replacement

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

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

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

Effective Date: 28 July 2022

2022-0246 Main Rotor Blades - Inspection

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

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

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

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

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

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

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

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

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

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

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

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

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

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

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

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

2024-0018 Indicating / Recording Systems Control Unit – Inspection

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

Effective Date: 25 January 2024

2024-0133R1 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

*** 2025-0263 (Correction) Single Generation Hydraulic System Wiring Diode – Cut-off Test**

Applicability: AS 350 B2 helicopters, S/N 1095, 1149, 1157, 1179, 1189, 1193, 1215, 1240, 1262, 1377, 1432, 1440, 1495, 1527, 1647, 1669, 1670, 1693, 1736, 1784, 1794, 1845, 1848, 1856, 1896, 1924, 1984, 2041, 2055, 2083, 2101, 2245, 2249, 2294, 2363, 2426, 2427, 2430, 2510, 2515, 2532, 2546, 2552, 2611, 2623, 2650, 2682, 2801, 2802, 2868, 2869, 2941, 2959, 2969, 9037, 9049 and 9056.

Effective Date: 18 December 2025

Airworthiness Directive Schedule

Helicopters

Bell 429 Series

18 December 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)

   FAA ADs can be obtained directly from the FAA website at:
   Dynamic Regulatory System (faa.gov)
3. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

CF-2002-03R3 KAflex Shaft – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 10 October 2013

FAA AD 2012-26-15 Air Pressure Transducer – Inspection

Applicability: Air data pressure transducers installed in air data computers (ADC), air data modules (ADM), air data attitude heading reference systems (ADAHRS), and digital air data computers (DADC) with P/Ns and S/Ns identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated 6 November 2012.

Effective Date: 24 January 2013

FAA AD 2013-06-51 Goodrich Hoist – Inspection

Applicability: Bell 429 helicopters fitted with an externally-mounted hoist with a P/N and S/N listed in Table 1 of Goodrich Alert Service Bulletin No. 44301- 10-15, dated 8 March 2013.

Effective Date: 15 July 2013

CF-2014-28 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 2 September 2014

CF-2015-15R1 Pylon Restraint Spring Assy Rod End – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57260.

Note: This AD revised to introduce P/N 427-010-210-109 to the Background and Corrective Actions sections of the AD. This P/N was inadvertently omitted from the original issue of the AD.

Effective Date: CF-2015-15 - 25 June 2015
CF-2015-15R1 - 31 August 2017

CF-2015-16R3 Tail Rotor Pitch Link Spherical Bearing – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57401.

Note: CF-2015-16R3 introduces an optional terminating action for the current recurring inspection requirements with the introduction of a new improved tail rotor pitch link assembly. The AD applicability has been reduced to account for those Bell 429 helicopters fitted with an improved tail rotor pitch link assembly at manufacture.

Effective Date: CF-2015-16R1 - 6 August 2015
CF-2015-16R2 - 17 April 2017
CF-2015-16R3 - 27 May 2021

CF-2015-29 Oil Check Valve – Inspection

Applicability: Bell 429 helicopters with S/N as noted in the Corrective Action section of CF-2015-29.

Effective Date: 21 December 2015

CF-2016-01R2 Tail Rotor Pitch Link – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: CF-2016-01 - 19 January 2016
CF-2016-01R1 - 24 February 2016
CF-2016-01R2 - 26 April 2017

CF-2016-07 Nose Landing Gear – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57265 where the helicopter is fitted with wheeled landing gear.

Effective Date: 18 March 2016

CF-2016-11R3 Bellcrank Pivot Bearings – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2016-11 - 2 May 2016
CF-2016-11R1 - 5 October 2016
CF-2016-11R2 – 1 November 2017
CF-2016-11R3 - 30 September 2021

CF-2016-39 Main Rotor Pitch Link Bearings – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 12 December 2016

CF-2017-02 Landing Gear Parts – Life Limitation

Applicability: Bell 429 helicopters, S/N 57150, 57168, 57176, 57210, 57211 through 57216, 57265, 57266, 57267 and 57287.

Effective Date: 30 January 2017

FAA AD 2017-05-51 Air Comm Corp. Air Conditioning System – Inspection

Applicability: Bell 429 helicopters fitted with an Air Comm Corporation air conditioning system P/N 429EC-200 or 429EC-202.

Note 1 to paragraph (a) of FAA AD 2017-05-51: Air conditioning system P/N 429EC-200 and 429EC-202 are identifiable by a three-screw installation as depicted in Figure 1 of Air Comm Corporation Service Bulletin 429-201-1, Revision NC, dated 17 February 2017 (SB 429-201-1).

Effective Date: 6 March 2017

CF-2017-16 Time Limits and Maintenance Checks – New Life Limitations

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 31 May 2017

CF-2017-23 Goodrich Hoists – Inspection

Applicability: Bell 429 helicoptes, S/N 57001 and subsequent fitted with a Goodrich 44316 series hoist system.

Note: For Bell 429 helicopters, Transport Canada AD CF-2017-23 supersedes the requirements in FAA AD 2013-06-51 and EASA AD 2015-0226R3.

Effective Date: 21 July 2017

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 28 June 2018

CF-2018-18 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57321, 57323 through to 57341, 57343 through to 57346, 57348 and 57350.

Effective Date: 16 July 2018

CF-2018-35 Tail Rotor Gearbox – Inspection

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 31 January 2019

CF-2019-03 Airworthiness Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57351.

Effective Date: 28 February 2019

CF-2019-15 Tail Rotor System Limitations

Applicability: Bell 429 helicopters, S/N 57001 through to 57363.

Effective Date: 27 April 2019

CF-2019-16 Flight Control System - Yaw Trim

Applicability: Bell 429 helicopters, S/N 57001 and onwards.

Effective Date: 17 May 2019

CF-2020-11 Control Bellcrank Bearing Staking - Inspection

Applicability: Bell 429 helicopters, S/N 57001 through to 57210, 57212 through to 57344, 57346 through to 57371, 57374 through to 57377 and 57380.

Effective Date: 30 April 2020

CF-2020-18R2 Prohibit use of Map Mode on LH and RH Display Units - AFM Amendment

Applicability: Bell 429 helicopters, S/N 57001 through to 57369, 57371 and 57373.

Note: Transport Canada AD CF-2020-18R2 revised to introduce a revised AFM supplement.

Effective Date: CF-2020-18 - 4 June 2020
CF-2020-18R1 - 17 December 2020
CF-2020-18R2 - 24 February 2022

CF-2020-21R1 Emergency Flotation System Supply Hoses - Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: CF-2020-21 – 25 June 2020
CF-2020-21R1 – 2 September 2020

CF-2021-15 Cancelled - CF-2025-60 refers

Effective Date: 8 December 2025

CF-2024-11 Cancelled - CF-2025-29 refers

Effective Date: 10 June 2025

CF-2025-16 Stability and Control Augmentation System Actuators (SCAS) - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent fitted with SCAS actuator P/N 429-001-065-107/-109/-111.

Effective Date: 31 March 2025

CF-2025-29 Tail Rotor Blade Abrasion Strip Cracks - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Note: The repetitive visual inspections required before every engine start in Part II of CF-2025-29, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspections may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any cracks are found during the repetitive visual inspections in either side of the abrasion strip of an affected tail rotor blade marked with a visual identification mark, then an aircraft maintenance engineer must accomplish the corrective actions in accordance with the requirements in CF-2025-29, before further flight.

Effective Date: 10 June 2025

CF-2025-60 TRGB Support Assembly to Tail Boom Attachment - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent.

Effective Date: 8 December 2025

*** CF-2025-64 Sliding Door Lower Roller Disengagement - Inspection**

Applicability: Bell 429 helicopters, S/N 57001 through to 57447, 57449 through to 57507 and 57509 through to 57538.

Effective Date: 18 December 2025

Airworthiness Directive Schedule

Helicopters

Bell 505 Series

18 December 2025

Notes:

1. This AD schedule is applicable to Bell 505 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-112.
2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the TC website at:
   Airworthiness Directives - Advanced Search (tc.gc.ca)

   FAA ADs can be obtained from the FAA website at:
   Dynamic Regulatory System (faa.gov)
4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk *

Contents

CF-2017-36 Engine Chip Detector – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65023, 65025 through to 65028, 65030 through to 65032, 65034 and 65036.

Effective Date: 29 December 2017

CF-2019-08 Cancelled – CF-2023-16 refers

Effective Date: 30 March 2023

CF-2019-28 Swashplate Assembly – Improperly Staked Bearings

Applicability: Bell 505 helicopters, S/N 65011 through to 65211.

Effective Date: 8 August 2019

CF-2019-35 Airframe Truss Clevis Lower Lug – Inspection

Applicability: Bell 505 helicopters, S/N 65011 and onwards.

Effective Date: 24 October 2019

CF-2021-05R3 Pilot Collective Stick and Grip Assembly – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65347.

Effective Date: CF-2021-05 - 23 February 2021
CF-2021-05R1 - 1 March 2021
CF-2021-05R2 - 8 March 2021
CF-2021-05R3 - 2 April 2021

FAA AD 2021-26-01 Stability Augmentation System and Autopilot – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65234 inclusive, 65236 through to 65348 inclusive, 65350 and 65352 through to 65359 inclusive, embodied with a S-TEC Corporation HeliSAS stability augmentation system and autopilot installed under STC SR09758DS.

Effective Date: 28 December 2021

CF-2022-62 Collective Lever and Swashplate Outer Ring – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65412, 65414 through to 65416, 65419 through to 65426, 65428, 65430 and 65431.

Effective Date: 23 November 2022

CF-2023-16R1 Fuel and Control – AFM Limitations

Applicability: Bell 505 helicopters, S/N 65011 through to 65169 and 65171 through to 65300.

Effective Date: CF-2023-16 - 30 March 2023
CF-2023-16R1 - 2 August 2023

CF-2023-51 Fuel Drain Quick Disconnect Valve - Modification

Applicability: Bell 505 helicopters, S/N 65011 through to 65291, 65294 through to 65302, 65306, 65307, 65312, 65314 through to 65332, 65334 through to 65339, 65341 through to 65343, 65345 and 65346.

Effective Date: 27 July 2023

CF-2024-03 Cancelled - CF-2025-32 refers

Effective Date: 16 July 2025

CF-2024-44 Wire Harness Chafing - Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65383, 65386, 65387, 65394, 65401, 65407, 65413, 65415 and 65430.

Effective Date: 30 January 2025

CF-2025-17 Cancelled - CF-2025-35 refers

Effective Date: 18 July 2025

CF-2025-23 Oil Cooler Fan Assembly Housing Bracket - Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65020 and 65022 through to 65027.

Effective Date: 7 May 2025

CF-2025-32 Vertical Stabiliser Top End Cap Assembly - Inspection

Applicability: Bell 505 helicopters, S/N 65011 through 65490, 65492 through 65498, 65500 through 65505, 65507, 65509 through 65512, 65514 through 65545, 65548 through 65555, 65559, 65562, 65563 through 65568, 65570 through 65576, 65578 through 65580, 65582, 65584, 65585, 65587, 65593, 65594, 65597, 65599, 65603, 65611, 65614, and 65616.

Effective Date: 16 July 2025

CF-2025-34 Tail Rotor Pitch Link Assembly - Inspection

Applicability: Bell 505 helicopters, S/N 65464, 65465, 65467 through 65471, 65473, 65477, 65481, 65483, 65485, 65487 through 65489, 65517, 65553, 65571, 65572, 65575, and 65578.

Effective Date: 31 July 2025

CF-2025-35 Aft Moveable Ballast Box Assembly Door Hinge - Inspection

Applicability: Bell 505 helicopters, S/N 65011 and subsequent fitted with ballast kit P/N SLS-706-201-001.

Effective Date: 18 July 2025

*** CF-2025-62 Elongated Holes and Gaps in Tail Cone Assembly - Inspection**

Applicability: Bell 505 helicopters, S/N 65011 and onwards.

Effective Date: 12 December 2025

Airworthiness Directive Schedule

Aeroplanes

Bolkow BO 208 C Junior

18 December 2025

Notes:

1. This AD schedule is applicable to Bolkow BO 208C aircraft manufactured under EASA Type Certificate No. A.358 (previously Luftfahrt-Bundesamt (LBA) Type Certificate No. 644).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

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

Contents

DCA/BOL/1 Nose Wheel Assembly - Modification

Applicability: Model 208 S/N 1 through 574

Requirement: Modify per Bolkow Junior SB 29A/64

Compliance: By 31 March 1965

DCA/BOL/3 Aileron Torque Tube - Replacement

Applicability: Model 208 S/N 505 through 566

Requirement: Replace torque tube per Bolkow Junior SB 33/65

Compliance: By 21 March 1966

DCA/BOL/5 Elevator Spar - Modification

Applicability: Model 208 S/N 509, 534, 537 and 566

Requirement: Modify per Bolkow Junior SB 34/65

Compliance: By 21 March 1966

DCA/BOL/6 Main Spar - Inspection

Applicability: Model 208C S/N 567, 571, 573, 574 and 576 through 601

Requirement: Inspect connection welds per Bolkow Junior SB 1/66

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 31 July 1966

DCA/BOL/7 Nose Gear Strut - Inspection

Applicability: All model 208 and 208C not modified per Bolkow Junior SB 9/65

Requirement: Inspect per Bolkow Junior SB 8/65

Compliance: At 500 hours TTIS and thereafter at intervals not exceeding 100 hours TIS until DCA/BOL/8 complied with

Effective Date: 31 July 1966

DCA/BOL/8 Nose Gear Tube - Modification

Applicability: All model 208 and 208C

Requirement: Modify per Bolkow Junior SB 9/65

Compliance: Within the next 500 hours TIS

Effective Date: 31 July 1966

DCA/BOL/9 Fin Attachment Bolts - Inspection

Applicability: All model 208 and 208C

Requirement: Inspect fin rear attachment bolts for correct type (AN4-6A) and torque. Check that AN960-416 washer fitted under nut and head of bolt

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 31 August 1968

DCA/BOL/12 Fin Attachment - Modification

Applicability: All model 208 and 208C

Requirement: Embody Bolkow modification AC33

Compliance: By 28 April 1968

DCA/BOL/13 Tachometer - Inspection

Applicability: All model 208 and 208C with VDO tachometer KI 12.200.11 or KI 12.200.21

Requirement: Check instrument for correct functioning and accuracy per VDO SL KI 12/L/1067.

Renew any instrument with an error in excess of allowable indication tolerance (+ 1.5% full-scale value).

Compliance: Within the next 10 hours TIS and thereafter at intervals not exceeding 3000 hours TIS

Effective Date: 31 August 1968

DCA/BOL/14 Cancelled - Purpose fulfilled

DCA/BOL/15 Engine Attachment Bolts - Modification

Applicability: Model 208 and 208C S/N 505 through 684

Requirement: Modify per MBB SB 208-1/68

Compliance: By 2 May 1969

DCA/BOL/16 Carburettor Hot Air Control - Modification

Applicability: All model 208

Requirement: Embody Aerocraft (NZ) Ltd Mod. AC25A or approved equivalent

Compliance: By 31 August 1969

DCA/BOL/17 Canopy Lock - Modification

Applicability: All model 208

Requirement: Embody Aerocraft (NZ) Ltd Mod. AC51 or approved equivalent

Compliance: By 30 June 1969

DCA/BOL/18 Engine Supports/Firewall - Inspection

Applicability: All model 208

Requirement: Inspect per MBB SB 208-1/69

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 28 February 1970

DCA/BOL/19 Nose Landing Gear - Inspection

Applicability: All model 208 and 208C

Requirement: Using mirror and suitable light, visually inspect inside of nose gear outer tube for cracks after first accomplishing the following:

1. Models with hydraulic shock absorber (aircraft S/N 680 and lower)

(a) Loosen and remove lower shock absorber attachment.

(b) Secure aircraft in tail down attitude, remove nose wheel and ensure that springs are retained in correct position in inner tube.

2. Models with pneumatic shock absorber (aircraft S/N 681 and up)

(a) Remove lower torsion link spring attachment bolt and lower shock absorber bolt.

(b) Push down inner tube.

Replace any tube found cracked with new tube of same P/N per MBB SB 208-32/20-1 dated May 1972

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 30 September 1972

DCA/BOL/20 Wing, Aft Attachment - Inspection

Applicability: All model 208 series

Requirement: Accomplish visual inspection, dimensional check and dye penetrant inspection per MBB T1 208-1/80.

Rectify any defects found before further flight.

Compliance: Visual inspection and dimensional check - prior to next flight.

Dye penetrant inspection - within next 10 hours TIS

Effective Date: 28 March 1980

Note: Requirement notified to registered owners on effective date

NZCAR Part 111 leaflets B35-1, B35-1/1, B35-1/2, B35-1/3, B35-1/4 and B35-1/5 are hereby cancelled

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.

*** 2025-0284 Rudder Control System / Drive - Inspection**

Applicability: Bölkow BO 208 C Junior and Bölkow Junior aircraft, all S/N.

Effective Date: 30 December 2025

Airworthiness Directive Schedule

Aeroplanes

Bolkow BO 209 Monsun (Monsoon)

18 December 2025

Notes

1. This AD schedule is applicable to Bolkow BO 209 Monsun aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A.357 (previously Luftfahrt-Bundesamt (LBA) Type Certificate No. 680).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

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

Contents

DCA/MBB209/1 Exhaust System – Inspection

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 120

Requirement: To prevent cracks in the weld seam of the exhaust pipe of the heat exchanger, remove the shroud of the RH heat exchanger and visually inspect the welds for cracks using a 3X magnifying glass per the instructions in MBB SB No. BO 209 – 2/78-1, dated 12/70.

If any cracks are found, replace the exhaust system before further flight.

Note: The installation of an exhaust system P/N 209-62016b (which does not have a longitudinal weld seam) is a terminating action to the requirements of this AD.

(LBA AD 1971-062 refers)

Compliance: Before further flight, unless previously accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS until replacement with an exhaust system P/N 209-62016b.

Effective Date: 28 August 2008

DCA/MBB209/2 Rudder Control – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 150

Requirement: To prevent the rudder control system jamming due to friction between the nose gear snubber strut and the plastic guide bushings, accomplish the following:

1. Visually inspect the nose gear stability control damper for free movement. If any friction is found, accomplish requirement 2 of this AD before further flight.

2. Replace stability control dampers which have snubber struts with plastic guide bushes per the instructions in MBB SB No. 209-32/20-2, dated 7/72.

Note: Stability control dampers which have rubber caps have already been modified and no further action is required.

(LBA AD 1972-091 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/3 Engine Control Cables – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 201

Requirement: To prevent failure of the engine control cables due to possible kinks which could result in the cables being difficult to move, accomplish the following:

1. Remove the cover of the throttle, mixture, carb heat and propeller controls and check for smooth operation. If any of the engine controls are difficult to move, inspect for kinks in the cable. The presence of excess grease could be an indiction that the cable is kinked. Accomplish these instruction per MBB SB No. 209-73/20-1, dated 10/73.

Replace all cables that are difficult to move before further flight.

2. Replace all engine control cables (throttle, mixture, carb heat and propeller control cables) with new modified cables per MBB SB No. 209-73/20-1.

(LBA AD 1973-122 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/4 Fuselage Frame No. 2 – Inspection and Modification

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 201 and 301

Requirement: To prevent structural failure of the fuselage in the vicinity of frame no. 2, accomplish the following:

1. Remove the wings including the floor covering in the areas of frame no. 2 in the left and right sides of the cabin, and visually inspect the aft side of the frame web on both sides of the aircraft.

If any cracks are found, accomplish requirement 2 of this AD on both sides of the aircraft before further flight.

2. Repair as required, and modify frame no. 2 per the instructions in MBB Repair Instructions 209-1/74 and MBB SB No. 209-20-1, dated 7/74.

(LBA AD 1974-176 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/5 Engine Mount – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, all S/N

Requirement: To prevent structural failure of the engine mount, inspect engine mount structure P/N 209-61016 per the instructions in MBB SB No. 209-15/71-20, dated 7/75.

If any cracks are found, replace the engine mount structure with P/N 209-61016-b per the instructions in MBB SB No. 209-15/71-20 before further flight.

(LBA AD 1975-173 refers)

Compliance: Before further flight, unless previously accomplished within the last 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until replacement of the engine mount structure with P/N 209-61016-b.

Effective Date: 28 August 2008

DCA/MBB209/6 Wing Spar Centre Section – Inspection and Rework

Applicability: Model BO 209 and BO 209S “Monsun” aircraft, all S/N

Requirement: To prevent structural failure of the wing spar centre section, accomplish the inspection and rework instructions in MBB Technical Note No. 209-1/87, dated 22 January 1987.

(LBA AD 1986-255/2 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/7 Elevator Spar & Mass Balance – Inspection and Rework

Applicability: Model BO 209 and BO 209S “Monsun” aircraft, all S/N

Requirement: To prevent failure of the elevator spar and loosening of the elevator mass balance, accomplish the inspection and rework instructions in MBB Technical Note No. 209-1/88, dated 22 June 1988.

(LBA AD 1988-278 refers)

Compliance: Within the next 100 hours TIS, unless previously accomplished.

Effective Date: 28 August 2008

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

*** 2025-0284 Rudder Control System / Drive - Inspection**

Applicability: Bölkow BO 209 S aircraft, all S/N.

Effective Date: 30 December 2025

Airworthiness Directive Schedule

Helicopters

Guimbal Cabri G2

18 December 2025

Notes:

1. This AD schedule is applicable to Guimbal Cabri G2 helicopters manufactured by Hélicoptères Guimbal under EASA Type Certificate (TC) No. R.145.
2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

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

Contents

2014-0038 Cancelled – 2014-0196 refers

Effective Date: 4 September 2014

2014-0196 Cancelled – EASA AD 2016-0033 refers

Effective Date: 9 March 2016

2014-0206 Main Rotor Rotating Scissor Link – Inspection

Effective Date: 26 September 2014

2016-0032 Cancelled – EASA AD 2019-0025 refers

Effective Date: 28 February 2019

2016-0033 Cancelled – EASA AD 2017-0039 refers

Effective Date: 10 March 2017

2017-0039 Cancelled – EASA AD 2019-0187 refers

Effective Date: 29 August 2019

2019-0025 Airworthiness Limitations – Amendment

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 28 February 2019

2019-0185 Main Rotor / Swashplate Guide Bellcrank Bushing - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0186 Main Rotor / Non-rotating Scissor Link - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0187 (Correction) Engine Cooling Fan - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2020-0199 (Correction) Cancelled – EASA AD 2021-0155 refers

Effective Date: 29 July 2021

2021-0155 Main Rotor Scissors Fittings - Inspection

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 July 2021

2023-0204-E Cancelled – EASA AD 2024-0007-E refers

Effective Date: 10 January 2024

2024-0007-E Pilot and Copilot Cyclic Stick Base - Inspection

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 10 January 2024

2024-0071 Main Rotor Swashplate - Inspection

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 21 March 2024

*** 2025-0282 Emergency Locator Transmitter - Inspection**

Applicability: Cabri G2 helicopters, S/N 1003 through to 1389 (inclusive), except S/N 1383 and 1388.

Effective Date: 19 December 2025

Airworthiness Directive Schedule

Aeroplanes

Pilatus PC-12 Series

18 December 2025

Notes:

1. This AD schedule is applicable to Pilatus PC-12 series aircraft manufactured under EASA Type Certificate No. A.089.
2. The European Union Aviation Safety Agency (EASA) (previously the Swiss Federal Office of Civil Aviation (FOCA)) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

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

Contents

HB 1996-139 Hydraulic Handpump Installation

Effective Date: 18 March 1996

HB 1996-416 Propeller De-Icing Controller

Effective Date: 30 September 1996

HB 1996-535A Elevator

Effective Date: 30 November 1996

HB 1997-001 Magnetic Compass Deviation

Effective Date: 01 January 1997

HB 1997-002 Automatic Disconnect Circuit for the Non-Ess. Bus/Nav Converter (KN 40)

Effective Date: 01 January 1997

HB 1997-174 Aileron Tie-Rod Assembly

Effective Date: 30 April 1997

HB 1997-249A Executive Cabin Layout

Effective Date: 31 May 1997

HB 1998-126 Fuel Storage – Vent Valve System

Effective Date: 15 May 1998

HB 1998-179 Corporate Commuter Cabin Layout

Effective Date: 15 June 1998

HB 1998-352 Alternate Flap System

Effective Date: 28 September 1998

HB 1998-426 Magnetic Compass Swing

Effective Date: 06 November 1998

HB 1998-460 Flap Actuator

Effective Date: 23 November 1998

HB 1998-537 Electrical Power Cut-Out Relay

Effective Date: 29 December 1998

HB 1999-142 Limited Service-Life Flap Screw Actuators

Effective Date: 17 February 1999

HB 1999-143 Electrical Power – Generator 2 Excitation

Effective Date: 19 February 1999

HB 1999-241 Flap Drive Shafts

Effective Date: 08 May 1999

HB 1999-348 Windshield Heat Wiring

Effective Date: 28 June 1999

HB 1999-353 Flap Inboard Attachment Fittings

Effective Date: 12 July 1999

HB 1999-406 Stick Pusher Servo and Capstan

Effective Date: 16 August 1999

HB 1999-542 Electrical Power-Suppression Filter

Effective Date: 29 October 1999

HB 2000-007 Powerplant – Chafing of Pipe Assemblies

Effective Date: 17 January 2000

HB 2000-393 Windshield De-ice System – Wires and Circuit Breakers

Effective Date: 06 September 2000

HB 2000-443 Flap System – Modification

Effective Date: 09 November 2000

HB 2000-444 Flap Control and Warning Unit (FCWU)

Effective Date: 09 November 2000

HB 2001-001 Passenger Oxygen System – Rear Bench Seat

Effective Date: 28 December 2000

HB 2001-070 Flap Control Wiring – Modification

Effective Date: 12 February 2001

HB 2001-389R1 Cargo Door End Frame – Lightening Holes

Effective Date: 25 June 2001

HB 2001-603 Main Landing Gear – Special Bolts

Effective Date: 05 November 2001

HB 2001-636 Firewall Insulation – Application of Adhesive Tape

Effective Date: 26 November 2001

HB 2002-608 Rear Pressure Bulkhead

Effective Date: 01 November 2002

HB 2002-609 Operation Limitation Placard

Effective Date: 01 November 2002

HB 2002-658 Passenger Seats – Part Number and Pedestal Leg Assembly

Effective Date: 30 November 2002

HB 2002-659 Overhead Panel – Switch Caps Replacement

Effective Date: 30 November 2002

HB 2003-251 Engine Driven Fuel Pump – Inspection / Replacement

Effective Date: 16 June 2003

HB 2003-301 Fuel Booster Pump Wiring – Inspection / Modification

Effective Date: 17 July 2003

HB 2003-522 Main Landing Gear – Shock-Absorber Attachment Bolts

Effective Date: 14 November 2003

HB 2004-068 Inboard and Outboard Flap Flexible Shafts

Effective Date: 15 March 2004

HB 2004-101 Generator Control Unit – Replacement

Effective Date: 06 April 2004

HB 2004-182 Passenger Oxygen System – Oxygen Pipes

Effective Date: 21 May 2004

HB 2004-330 Main Landing Gear Actuator – Replacement

Effective Date: 23 August 2004

HB 2005-079 Windshield Deice System Wiring – Inspection

Effective Date: 18 February 2005

HB 2005-128 Pitch Actuator – Replacement

Effective Date: 29 March 2005

HB 2005-168 Landing Gear Components – Inspection

Effective Date: 10 May 2005

HB 2005-288 Main Landing Gear Special Bolt Assembly – Inspection

Effective Date: 06 July 2005

HB 2005-470 Crew Seats – Backrest Tubes – Life Limitations

Effective Date: 30 December 2005

HB-2006-223 Fuselage – Centre Fuselage Frame 21 – Inspection

Effective Date: 20 April 2006

HB-2006-444 Executive Passenger Seats Legs – Identification / Replacement

Effective Date: 14 November 2006

HB 2007-382 Main Landing Gear Special Bolts – Identification

Effective Date: 03 September 2007

2007-0235 Torque Oil Pressure Pipe & Hose Assemblies – Inspection / Replacement

Effective Date: 14 September 2007

2008-0047 Elevator Control Stick-Pusher Servo-Cable Tension & Cable Clamp Bolts

Effective Date: 13 March 2008

2008-0163 Cancelled – EASA AD 2023-0184 refers

Effective Date: 2 November 2023

2009-0007 Overboard Vent for the Airfoil Deice System Pressure Regulator

Effective Date: 27 January 2009

2009-0040 Elevator and Tab – Stick-Pusher Servo-Cables – Inspection

Effective Date: 01 March 2009

2009-0060 Nose Gear – Torque Tube of the Nose Wheel Steering – Replacement / Limitations

Effective Date: 25 March 2009

2009-0086 Nose Landing Gear – Right Hand Upper Drag Link – Inspection / Life Limitation

Effective Date: 28 April 2009

2009-0249 Air Data, Attitude and Heading Reference System (ADAHRS) – Modification

Effective Date: 04 December 2009

2010-0093 Engine Controls – Power Control Lever Reverse Thrust Latch – Inspection / Modification

Effective Date: 03 June 2010

2013-0031 Cancelled – EASA AD 2014-0170 refers

Effective Date: 31 July 2014

2013-0114 Navigation – Electronic Standby Instrument System / Power Return Wires – Modification

Effective Date: 11 June 2013

2014-0170 Cancelled – EASA AD 2016-0083 refers

Effective Date: 12 May 2016

2015-0060 Aileron Tab Counter Balance Weight - Replacement

Effective Date: 24 April 2015

2015-0111 Aileron Control System – Inspection

Effective Date: 30 June 2015

2016-0037 Wing-To-Fuselage Attachment Torlon Plates – Inspection

Effective Date: 11 March 2016

2016-0081 Engine Mount Frame Swage Tube Ends – Inspection

Effective Date: 2 May 2016

2016-0083 Cancelled – EASA AD 2021-0005 (Correction) refers

Effective Date: 28 January 2021

2017-0024 Primus APEX Build 10 or 10.9 – Amendment

Effective Date: 27 February 2017

2019-0032 MLG Spring Pack Assemblies – Inspection

Applicability: PC-12/47E aircraft, S/N 1300, S/N 1451 and onwards.

Effective Date: 1 March 2019

2019-0129 Horizontal Stabiliser Rear Attachment Bolts – Inspection

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, all S/N.

Effective Date: 27 June 2019

2019-0231 Flap Drive System – Inspection

Applicability: PC-12/47E aircraft, S/N 1576 and onwards.

Effective Date: 27 September 2019

2020-0229 Fuel Transfer Injector – Inspection

Applicability: PC-12/47E aircraft, S/N 2001 and onwards.

Effective Date: 3 November 2020

2021-0005 Cancelled - EASA AD 2021-0214 refers

Effective Date: 1 October 2021

2021-0010 Inward Vent Valve – Inspection

Applicability: PC-12/47E aircraft, S/N 1720, and S/N 2001 and onwards.

Effective Date: 28 January 2021

2021-0110 Cancelled by EASA on 3 November 2021

Effective Date: 25 November 2021

2021-0214 Cancelled – EASA AD 2022-0103 refers

Effective Date: 30 June 2022

FAA AD 2021-24-01 Aerodynamic Fairing - Inspection

Applicability: PC-12/45, PC-12/47, and PC-12/47E aircraft, all S/N embodied with a Spectre Lift Platform System installed in accordance with STC SA00634DE.

Effective Date: 13 January 2022

2022-0103 Cancelled – EASA AD 2023-0184 refers

Effective Date: 2 November 2023

2022-0158 Cancelled – EASA AD 2022-0245 refers

Effective Date: 26 December 2022

2022-0212 Air Conditioning Compressor Condenser Cables - Inspection

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, S/N 466, 467, 725, 861, 1032, 1052, 1082, 1115, 1232, 1411, 1428, 1439, 1530, 1541, 1663, 1725 and 1802.

Effective Date: 1 November 2022

2022-0245 NLG and MLG Actuators - Inspection

Applicability: PC-12/47E aircraft, S/N 1300, 1451 and onwards.

Effective Date: 26 December 2022

2023-0184 Airworthiness Limitations - Amendment

Applicability: PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft, all S/N.

Effective Date: 2 November 2023

2025-0182 Emergency Exit / Passenger Service Unit Trim Panel - Inspection

Applicability: PC-12/47E aircraft, S/N 2001 through to 2999 inclusive.

Effective Date: 8 September 2025

2025-0201 Engine Indications During Engine Start - Inspection

Applicability: PC-12/47E aircraft, S/N 1720, and 2001 through to 2999 inclusive.

Effective Date: 2 October 2025

*** 2025-0271 Central Computer / Primus APEX Operational Software - Modification**

Applicability: PC-12/47E aircraft, S/N 1720, and 2001 through to 2476 inclusive.

Effective Date: 18 December 2025

Airworthiness Directive Schedule

Aeroplanes

Pilatus PC-6 Series

18 December 2025

Notes:

1. This AD schedule is applicable to Pilatus Aircraft Limited PC-6/B1-H2 and PC-6/B2-H4 aircraft manufactured under Swiss Federal Office of Civil Aviation (FOCA) Type Certificate No. F56-10.
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

Contents

DCA/PC6/1 Cancelled – DCA/PC6/32 refers

Effective Date: 10 September 2007

DCA/PC6/2 Anti-Reversing Switch - Inspection

Applicability: All model PC-6/B1-H2 and PC-6/B1A-H2 prior to S/N 712

Requirement: Inspect, perform functional test and replace switches per Pilatus SB 100

Compliance: Inspection and test - at intervals not exceeding 100 hours TIS
Switch replacement - at intervals not exceeding 2000 hours TIS

Effective Date: 26 October 1979

DCA/PC6/3 Anti-Reverse System - Inspection

Applicability: All model PC-6/B1-H2 prior to S/N 726

Requirement: Accomplish insulation test, embody modification and perform functional test per Pilatus SB 101

Compliance: Insulation and functional test - at intervals not exceeding 100 hours TIS.
Modification - within the next 50 hours TIS, unless already accomplished.

Effective Date: 26 October 1979

DCA/PC6/4 Wing Struts - Inspection

Applicability: All model PC-6 series

Requirement: Inspect and apply anti-corrosive treatment or renew struts as required, per Pilatus SB 105

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 26 October 1979

DCA/PC6/5A Flap End Rib – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 743, and 2001 through 2092 without flap reinforcements P/N 111.40.06.005 embodied.

Requirement: Inspect and repair as necessary, per Pilatus SB 124.

(Swiss FOCA TM-L Nr: 80.627-6 Index 76-1 and HB-2005-289 refers)

Compliance: Inspect at intervals not to exceed 100 hours TIS until the reinforcement modification has been embodied.

Effective Date: DCA/PC6/5 - 26 October 1979
DCA/PC6/5A - 29 September 2005

DCA/PC6/6A Aileron/Flap Attachment Fittings - Modification

Applicability: Model PC-6 series aircraft, S/Ns all through 815, and 2001 through 2092.

Requirement: Modify per Pilatus SB 138.

Compliance: Aircraft with up to 1000 hours TTIS - within the next 300 hours TIS.
Aircraft with up to 2000 hours TTIS - within the next 200 hours TIS.
Aircraft with 2000 hours or more TTIS - within the next 100 hours TIS.

(Swiss FOCA AD HB-84-023 and HB-2005-289 refers)

Effective Date: DCA/PC6/6 - 11 March 1983
DCA/PC6/6A - 29 September 2005

DCA/PC6/7A Flap Mounting Brackets – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 824, and 2001 through 2092 not incorporating brackets P/N 111.35.06.121 or 111.35.06.132

Requirement: Inspect and replace as necessary per Pilatus SB 139

(Swiss FOCA AD HB-84-005 and HB-2005-289 refers)

Compliance: At 1000 hours TTIS or within next 100 hours TIS, whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: DCA/PC6/7 - 6 April 1984
DCA/PC6/7A - 29 September 2005

DCA/PC6/8 Flap Actuator Brackets - Inspection

Applicability: All model PC-6 series prior to S/N 825 with electrically actuated flaps

Requirement: Inspect and replace as necessary per Pilatus SB 140

Compliance: At 1000 hours TTIS or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 100 hours TIS

Effective Date: 6 April 1984

DCA/PC6/9 Tail Wheel Guard - Modification

Applicability: All model PC-6 used for parachuting operations

Requirement: To preclude possibility of parachute entanglement, install a guard on tail wheel fork

Compliance: Prior to use of aircraft for parachuting operations

Effective Date: 14 September 1984

DCA/PC6/10A Horizontal Stabiliser Gussets - Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 826, and 2001 through 2092, except 524, 676, 707, 710 and 816.

Requirement: Inspect per Pilatus SB 143. Repair cracked or defective installations, per SB 143, before further flight.

(Swiss FOCA AD HB-84-181 and HB-2005-289 refers)

Compliance: Within the next 25 hours TIS, unless already accomplished.

Effective Date: DCA/PC6/10 - 26 February 1985
DCA/PC6/10A - 29 September 2005

Note: Requirement notified to registered owners on effective date of DCA/PC6/10.

DCA/PC6/11A Vertical Stabiliser Gussets - Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 826 and 2001 through 2092, except 524, 676, 707, 710 and 816.

Requirement: Inspect per Pilatus SB 142. Repair cracked installations before further flight.

(Swiss FOCA AD HB-84-180 and HB-2005-289 refers)

Compliance: Within the next 25 hours TIS, unless already accomplished.

Effective Date: DCA/PC6/11 - 1 March 1985
DCA/PC6/11A - 29 September 2005

DCA/PC6/12A Horizontal Stabiliser - Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 844, and 2001 through 2092.

Requirement: Inspect per Pilatus SB 144. Repair cracked installations, per SB 144, before further flight.
(Swiss FOCA AD HB-84-182 and HB-2005-289 refers)

Compliance: At intervals not to exceed 100 hours TIS.

Effective Date: DCA/PC6/12 - 10 May 1985
DCA/PC6/12A - 29 September 2005

DCA/PC6/13 Trim Actuator Installation - Inspection

Applicability: All model PC-6 series prior to S/N 840 not incorporating electric trim actuator attachment brackets P/N 116.40.06.003 Index A or 116.40.06.112

Requirement: Inspect per Pilatus SB 147. Renew cracked parts as prescribed before further flight

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 11 October 1985

DCA/PC6/14A Rudder Pedal Installation – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 824, and 2001 through 2092 with welded steel rudder pedal supports.

Requirement: Inspect per Pilatus SB PC6-A-162. Repair cracked parts, per SB PC6-A-162, before further flight.
(Swiss FOCA AD HB-89-301 and HB-2005-289 refers)

Compliance: At intervals not to exceed 100 hours TIS.

Effective Date: DCA/PC6/14 - 15 December 1989
DCA/PC6/14A - 29 September 2005

DCA/PC6/15 Horizontal Stabiliser Hinge Brackets - Inspection

Applicability: All PC-6 series S/N 825 through 892.

Requirement: To prevent failure of the horizontal stabiliser hinge bracket to fuselage attachment, accomplish the following:-

1. Inspect hinge brackets per Pilatus SB PC-6 165, para 2B. If any sheared rivets are found, modify per SB PC-6 165 before further flight.

2. Inspect hinge brackets per Pilatus SB PC-6 165, para 2C and modify per para 2D.
(Swiss AD HB 94-086 refers)

Compliance: 1. After each flight until modification.

2. Within next 100 hours TIS.

Effective Date: 8 July 1994

DCA/PC6/16 Rear Fuselage - Reinforcement

Applicability: Model PC-6 B2-H4 prior to S/N 901 with modified tail wheel P/N 114.45.06.050.

Requirement: To reinforce the rear fuselage section, modify per Pilatus SB PC-6 166.
(Swiss AD HB 94-087 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 8 July 1994

DCA/PC6/17A Fuel Collector Tank Venting System - Modification

Applicability Model PC-6 series aircraft, S/Ns all through 915, and 2001 through 2092.

Requirement: To prevent fuel starvation following long and very steep descents, modify the collector tank venting system, per Pilatus SB PC-6 171.
(Swiss AD HB 95-451 and HB-2005-289 refers)

Compliance: Within 3 months, unless already accomplished.

Effective Date: DCA/PC6/17 - 19 January 1996
DCA/PC6/17A - 29 September 2005

DCA/PC6/18 Horizontal Stabiliser Trim Actuator - Inspection

Applicability: Model PC-6 series fitted with horizontal stabiliser trim actuator Pilatus P/Ns 978.73.18.101, 978.73.18.102 or 978.73.18.103. (Electromech P/Ns EM 483-1, 483-2 or 483-3)

Requirement: To prevent failure of the horizontal stabiliser trim actuator, which could result in the loss of control of the aircraft, accomplish the following:

Remove the horizontal stabiliser trim actuator and conduct a one-time visual inspection for damage and distortion per Pilatus SB PC-6 178. If any damage or distortion is found, repair per the aircraft manufacturer's instructions before further flight. If no damage or distortion is found, reinstall the horizontal stabiliser trim actuator and conduct a functional test per Pilatus SB PC-6 178.
(Swiss AD HB 99-507 refers)

Compliance: Inspect before further flight, for those aircraft that have accumulated more than 2000 landings or (if landings are not recorded) more than 500 hours TIS.

Inspect within the next 100 hours TIS, for those aircraft that have accumulated less than 2000 landings or (if landings are not recorded) less than 500 hours TIS.

Effective Date: 7 October 1999

DCA/PC6/19A Fuel Return-Line Check Valve - Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 932, and 2001 through 2092.

Requirement: To meet the specified standard of the fuel system component location, accomplish the following:

Perform a one-time inspection to determine the location of the fuel return-line check valve, per Pilatus SB PC-6 179. If any fuel return-line check valve is found to be installed forward of Frame 1 (on the right hand side), relocate the fuel return-line check valve, per Pilatus SB PC-6 135.
(Swiss AD HB 2000-336 and HB-2005-289 refers)

Compliance: By 28 February 2001, unless already accomplished.

Effective Date: DCA/PC6/19 - 31 August 2000
DCA/PC6/19A - 29 September 2005

DCA/PC6/20 Aileron Balance Weights and Flettner Tabs – Inspection

Applicability: All model PC-6 series

Requirement: To prevent failure of the aileron assemblies, inspect per Pilatus PC-6 SB No. 57-001 and the applicable portions of PC-6 SB No.62 B (issued May 1967). If non-conforming components are detected they are to be replaced with approved items before further flight.
(Swiss AD HB 2002-001 refers)

Compliance: By 31 March 2002

Effective Date: 28 February 2002

DCA/PC6/21A Horizontal Stabilizer Trim Warning System - Installation

Applicability: All Model PC-6 Series

Requirement: To minimize the risk of attempting a takeoff with the horizontal stabilizer trim set outside of the safe range, accomplish the following.

Install the horizontal stabilizer trim warning system per Pilatus PC-6 SB 180 Rev 1.

(Swiss FOCA AD HB 2002-134 refers)

Compliance: Within 200 hours TIS or by 31 December 2002, whichever occurs first.

Effective Date: 25 July 2002

DCA/PC6/22 Horizontal Stabilizer Trim – Placard and AFM

Applicability: All model PC-6 series.

Requirement: To minimize the risk of attempting a takeoff with the horizontal stabilizer trim set outside the safe range, accomplish the following;

1. Insert PC-6 Aircraft Flight Manual Temporary Revision TR-TRIM 1 and TR-TRIM 3 into the applicable sections of the Aircraft Flight Manual (AFM).

2. a. Install placard Pilatus P/N 110.71.06.611 on the heating tube above the instrument panel on the left side of the standby compass in clear view of the pilot, or
   b. Fabricate placard in conspicuous colour with the following words, using letters at least ½" high, and install this placard as described in para 2a.

   WARNING: SET CORRECT TRIM FOR TAKEOFF!

   (Swiss FOCA AD HB 2002-314 refers)

Note: Installation of trim warning system per PC-6 SB No.180 as mandated by DCA/PC6/21 constitutes terminating action for this AD. Following such modification the placard and AFM temporary revision TR-TRIM3 may be removed.

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

Effective Date: 25 July 2002

DCA/PC6/23A Aileron Bellcrank Bearings – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 939, and 2001 through 2092

Requirement: To prevent increased friction in the aileron flight control system, inspect and replace components per Swiss AD HB 2002-642 and Pilatus PC-6 SB No. 27-001.

(Swiss FOCA AD HB 2002-642 and HB-2005-289 refers)

Compliance: Within the next 100 hours TIS or by 28 February 2003, whichever is the sooner, unless already accomplished.

Effective Date: DCA/PC6/23 - 28 November 2002
DCA/PC6/23A - 29 September 2005

DCA/PC6/24A Integral Fuel Tank Ribs – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 939, and 2001 through 2092

Requirement: To prevent fuel tank pressure differentials from causing distortion of wing structure and the onset of fatigue cracking accomplish the following:

1. Inspect the ribs of the integral fuel tanks for cracking, and the top and bottom wing skins for distortion. If damage is found, repair before further flight.

2. If not already incorporated modify inboard fuel tank venting, per PC-6 SB No. 57-002 Part B and PC-6 SB No. 118.

(Swiss FOCA AD HB 2003-092 and HB-2005-289 refers)

Compliance: 1. By 30 June 2003, unless already accomplished.

2. By 30 September 2003, unless already accomplished.

Effective Date: DCA/PC6/24 - 27 February 2003
DCA/PC6/24A - 29 September 2005

DCA/PC6/25A Cancelled – Superseded by DCA/PC6/26

Effective Date: 30 June 2005

DCA/PC6/26 Stabilizer Trim Attachment Components – Inspection

Applicability: Model PC-6 series aircraft, S/Ns up to and including 946.

Model PC-6 series aircraft, manufactured by Fairchild Industries, S/Ns 2001 to 2092.

Requirement: To prevent failure of the lower attachment bracket of the horizontal stabilizer actuator, which could result in loss of control of the aircraft, accomplish the following:

1. Perform an inspection for crack damage in the applicable stabilizer-trim attachment and structural components, per Pilatus PC-6 SB 53-001, revision 1. Replace any crack damaged components, in accordance with this service bulletin, prior to further flight.

2. Replace all Fairchild type connecting pieces P/N 6232.0026.xx installed in (Config 2) aircraft with Pilatus type connecting pieces, per SB 53-001, revision 1. Config 1 and 2 aircraft defined in SB 53-001.

3. Replace all fittings P/N 116.40.06.033 without an index after the P/N, with new fittings P/N 116.40.06.033 with an index after the P/N or with new fittings P/N 116.40.06.112.

Note 1: The P/N of Pilatus and Fairchild type connecting pieces P/N 6232.0026 and the bearing supports 6304.0023 usually have more than eight numbers. The last one or two digits of the part numbers can be different from item to item.

Note 2: After the effective date of this AD no person shall install any Fairchild type connecting pieces P/N 6232.0026.xx, or fittings P/N 116.40.06.033 without an index after the P/N, or any horizontal stabilizer held as spare, unless it has been identified, inspected and cracked components replaced, per paragraph 4 of SB 53-001 revision 1.
(Swiss AD HB-2005-263 refers)

Compliance: 1, 2 & 3 At the next 100 hours inspection or by 30 September 2005, whichever occurs first, unless already accomplished.

Effective Date: 30 June 2005

DCA/PC6/27 Rudder Bottom Nose Rib – Inspection

Applicability: Model PC-6 series aircraft, S/Ns all through 684, and 2001 through 2092

Requirement: In order to prevent fatigue cracks in the rudder bottom nose rib, accomplish the following:

1. Inspect rudder bottom nose rib P/N 6302.26, per the instructions in Pilatus SB No. 80, dated April 1968.
If cracks are found replace the nose rib, per SB No. 80, before further flight.

2. Modify the rudder bottom nose rib, per the instructions in SB No. 80.

(Swiss FOCA TM-L Nr: 80.627-6 Index 68-2 and HB-2005-289 refers)

Compliance: 1. Within the next 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, until requirement 2 has been accomplished.

2. By 29 December 2005, unless already accomplished.

Effective Date: 29 September 2005

DCA/PC6/28 Aileron Mass Balance Attach Bolts – Replacement

Applicability: Model PC-6 series aircraft, S/Ns 342 through 675, and 2001 through 2092.

Requirement: To prevent the failure of the aileron balance weight attachment bolts P/N N-116, replace bolts, per Pilatus SB N. 81A, dated June 1968.

(Swiss FOCA TM-L Nr: 80.627-6 Index 68-3 and HB-2005-289 refers)

Compliance: By 29 October 2005, unless already accomplished.

Effective Date: 29 September 2005

DCA/PC6/29 Fuel Pressure Gauge – Modification

Applicability: Model PC-6 series aircraft, S/Ns all through 728, and 2001 through 2092.

Requirement: Modify the fuel pressure gauge marking and amend the aircraft flight manual, per Pilatus Service Bulletin No. 110, date July 1971.

(Swiss FOCA TM-L Nr: 80.627-6 Index 71-3 and HB-2005-289 refers)

Compliance: By 29 October 2005, unless already accomplished.

Effective Date: 29 September 2005

DCA/PC6/30 Cancelled – DCA/PC6/32 refers

Effective Date: 10 September 2007

DCA/PC6/31 Cancelled – DCA/PC6/32 refers

Effective Date: 10 September 2007

*** DCA/PC6/32D EASA AD 2007-0241R4 Cancelled – EASA AD 2025-0281 refers**

Effective Date: 25 December 2025

DCA/PC6/33 Tail Landing Gear – Inspection

Applicability: Model PC-6 series aircraft, S/N 101 through to 951

Model PC-6 series aircraft manufactured by Fairchild, S/N 2001 through to 2092

Requirement: To prevent failure of the tail-wheel locking mechanism possibly resulting in loss of directional control during take-off or landing runs, accomplish the following:

1. Replace the screws and nuts which attach the locking plate to the locking lever on the tail-wheel locking mechanism, per the instructions in Pilatus PC-6 Service Bulletin (SB) No. 32-001 and install a placard on the tail-wheel mudguard in accordance with paragraph 3.C. of SB No. 32-001.

2. Locking lever assemblies P/N 6403.0094.00 or P/N 114.45.06.077 or tail landing gear assemblies P/N 6403.0067.xx or P/N 114.45.06.050 shall not be fitted to any aircraft unless the assembly has been modified in accordance with paragraph 4. of SB No. 32-001.

Note: The letter “x” in P/N 6403.0067.xx stands for a numeral varying from 0 to 9.

(EASA AD 2008-0070 refers)

Compliance: 1. Within the next 100 hours TIS.

2. From the effective date of this AD.

Effective Date: 29 April 2008

DCA/PC6/34 Self-locking Nuts – Inspection

Applicability: Model PC-6 series aircraft, S/N 101 through to 949

Model PC-6 series aircraft manufactured by Fairchild, S/N 2001 through to 2092.

Requirement: To prevent self-lock nuts P/N 938.07.65.105 becoming loose and possibly resulting in a hazardous situation, accomplish the following:

1. Inspect and modify the fastener assemblies per the instructions in paragraph 3 of Pilatus PC-6 Service Bulletin (SB) No. 53-002 revision 2.

2. A water tank assembly or a hydraulic pump assembly shall not be fitted to any aircraft unless modified per the instructions in paragraph 4 of SB No. 53-002.

(EASA AD 2008-0083 refers)

Compliance: 1. By 29 May 2009.

2. From 29 May 2008.

Effective Date: 29 May 2008

DCA/PC6/35 Flap Control Leaf Springs – Inspection

Applicability: Model PC-6 series aircraft, S/N 101 through to 999 and

Model PC-6 series aircraft manufactured by Fairchild Industries, S/N 2001 through to 2092

Fitted with mechanically operated flaps with leaf springs P/N 6232.0175.01 in the overhead flap-operating mechanism.

Requirement: To prevent failure of a flap control leaf spring causing an uncommanded flap retraction which could result in a hazardous situation in a critical phase of flight and subsequent loss of aircraft control, accomplish the following:

1. Inspect the leaf springs P/N 6232.0175.01 initial issue ot later approved revisions for any signs of cracks in the radii, per the instructions in paragraph 3.B. of Pilatus PC-6 Service Bulletin (SB) No. 27-002. If any cracks are found, replace the leaf spring per the instructions in paragraph 3.A. to D. of SB No. 27-002, before further flight.

2. A leaf spring P/N 6232.0175.01 shall not be fitted to any aircraft unless requirement 1 of this AD has been accomplished.

Note: The embodiment of modification No. EC08-0510 per the instructions in Pilatus PC-6 SB No. 27-003 is a terminating action to the repetitive inspection requirements of this AD.
(Swiss FOCA AD HB-2008-242 refers)

Compliance: 1. Before further flight and thereafter at intervals not to exceed 25 hours TIS.
2. From 8 July 2008.

Effective Date: 8 July 2008

DCA/PC6/36 Brake Pedals – Inspection

Applicability: Model PC-6 series aircraft, S/N 101 through to 950, and

Model PC-6 series aircraft manufactured by Fairchild Industries, S/N 2001 through to 2092.

Requirement: To prevent resticted brake pedal movement resulting in reduced braking capability, accomplish the following:

1. Check the brake pedals for full and free movement per the instructions in Pilatus PC-6 SB No. 32-002 revision 2. If any brake pedal is stiffness or limited movement is found, accomplish the instructions in paragraph 3.C. of SB No. 32-002, before further flight.

2. Pilot/co-pilot rudder bars and brake pedal assemblies P/N 6232.0011.00, 6232.0255.52, 116.35.06.050, 116.35.06.053 and 116.35.06.054 shall not be fitted to any aircraft unless the instructions in paragraph 4. of SB No. 32-002 have been accomplished.
(EASA AD 2008-0171 refers)

Compliance: 1. Within the next 100 hours TIS or by 25 September 2009 whichever occurs sooner.
2. From 25 September 2008.

Effective Date: 25 September 2008

DCA/PC6/37 Cancelled – EASA AD 2012-0268 refers

Effective Date: 2 January 2013

DCA/PC6/38 Cancelled – EASA AD 2021-0098 refers

Effective Date: 23 April 2021

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

2012-0268 Cancelled – EASA AD 2014-0181 refers

Effective Date: 14 August 2014

2013-0057 Air Inlet Screen – Inspection

Applicability: PC-6 B2/H2 and B2/H4 aircraft, all S/N embodied with DGAC France STC IM23-SF-0127.

Effective Date: 25 March 2013

2013-0115-E Riveted Structural Parts – Inspection

Applicability: PC-6/B2-H4 aircraft, S/N 735, 863, 909, 923, 948, 956, 958, 977, 978, 979, 980, 981, 982, 985 and 986.

Effective Date: 30 May 2013

2014-0181 Cancelled – EASA AD 2018-0285 refers

Effective Date: 31 January 2019

2016-0183 Aileron Mass Balance Counterweight Attachment – Inspection

Applicability: PC-6 series aircraft, all S/N delivered before 1 January 2016.

Effective Date: 27 September 2016

2016-0202-E Stabiliser Trim Attachment Structure – Inspection

Applicability: PC-6 series aircraft, all S/N.

Effective Date: 11 October 2016

2018-0217 Horizontal Stabiliser Hinge Bracket Assembly – Inspection

Applicability: PC-6 series aircraft, all S/N.

Effective Date: 25 October 2018

2018-0222 Rudder Shaft Assembly Rivet Configuration – Inspection

Applicability: PC-6 series aircraft, all S/N.

Effective Date: 2 November 2018

2018-0235 Flap Actuator / Pushrod Assembly Taper Pins – Inspection

Applicability: PC-6 series aircraft, all S/N, except those aircraft fitted with electrically operated flaps.

Effective Date: 29 November 2018

2018-0285 Cancelled – EASA AD 2020-0120 refers

Effective Date: 25 June 2020

2020-0120 Cancelled – EASA AD 2020-0278 refers

Effective Date: 28 December 2020

*** 2020-0278 Cancelled – EASA AD 2025-0281 refers**

Effective Date: 25 December 2025

2021-0098 Aileron, Elevator and Rudder Hinge Bolts – Inspection

Applicability: PC-6 series aircraft, all S/N.

Effective Date: 23 April 2021

*** 2025-0281 Airworthiness Limitations Section – Amendment**

Applicability: PC-6 series aircraft, all S/N.

Effective Date: 25 December 2025

Airworthiness Directive Schedule

Engines

Pratt and Whitney PT6 Series

18 December 2025

Notes: 1. This AD schedule is applicable to Pratt & Whitney PT6 series engines manufactured under Transport Canada Type Certificate (TC) Numbers:

Engine:	Transport Canada TC Numbers:	Engine:	Transport Canada TC Numbers:
PT6A-11	E-13	PT6A-112	E-15
PT6A-15AG	E-6	PT6A-114/A	E-15
PT6A-20	E-6	PT6A-135A	E-15
PT6A-21	E-6	PT6A-140/A/AG	E-15
PT6A-27	E-6	PT6B-36	E-20
PT6A-28	E-6	PT6B-36A	E-20
PT6A-34 series	E-6	PT6B-36B	E-20
PT6A-41AG	E-6	PT6B-37A	E-20
PT6A-42	E-12	PT6C-67C	E-32
PT6A-52	E-12	PT6T-3 series	E-10
PT6A-60A	E-12		
PT6A-60AG	E-12		
PT6A-65AG	E-12		
PT6A-65AR	E-12		
PT6A-65B	E-12		
PT6A-65R	E-12		
PT6A-67 series	E-21		

2. Transport Canada is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these engines.

   State of Design ADs applicable to these engines can be obtained directly from the Transport Canada 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 *

Contents

DCA/PT6/2 Cancelled - Purpose Fulfilled

(Transport Canada AD CF-69-17R1 refers)

DCA/PT6/3A Fuel Control Drive Coupling - Modification

Applicability: All PT6A-6, -6A, -6B, -20, -27, -28, -34, PT6B-9 with S/N listed in SB 1165

Requirement: United Aircraft of Canada SB 1165

Compliance: At next overhaul, unless already accomplished

Effective Date: 30 June 1976

DCA/PT6/4C Cancelled – Transport Canada AD CF-78-03 refers

Effective date: 29 January 2015

DCA/PT6/5 Reduction Gearbox - Modification and Inspection

Applicability: All PT6A-6, -6A, -6B, -6/C20, -20, -20A, -20B series turbo-prop engines incorporating an unmodified power turbine shaft housing assembly P/N 3010548

Requirement: FAA AD 75-11-04.

(FAA AD 75-11-04 refers)

Compliance: As detailed

Effective Date: 1 August 1975

DCA/PT6/6 Cancelled - Purpose Fulfilled

DCA/PT6/7 Fuel Control Unit - Modification

Applicability: All model PT6T-3 and PT6T-6 fitted with Aviation Electric Ltd. AFCU P/L 2524381-5, 3244712-1 and -2, 3244717-1 through to -5, 3244721-1 through to -5, 3244735-1 through to -7 and 3244737-1 through to -7.

Requirement: Replace by-pass valve diaphragm per Pratt & Whitney Canada ASB 5153 dated 21 December 1977 or later Transport Canada approved revisions.

(Transport Canada AD CF-78-15 refers)

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

Effective Date: 15 September 1978

DCA/PT6/8A P3 Air Filter - Modification

Applicability: All PT6T-3 and PT6T-6 series engines.

Requirement: Install insulated air pressure tube assembly incorporating filter housing per Pratt and Whitney of Canada SB 5124 or SB 5206.

(Transport Canada AD CF-83-04 refers)

Compliance: Not later than next power section removal unless already accomplished.

Effective Date: DCA/PT6/8 - 12 January 1979
DCA/PT6/8A - 24 June 1983

DCA/PT6/9 No. 2 Bearing Cover Assembly - Modification

Applicability: PT6A-6, -6A, -6B, -20, -20A, -20B, -6/C20 and PT6B-9 engines with S/N prior to PCE-22659

Requirement: Modify per Pratt and Whitney of Canada SB 1188.
(Transport Canada AD CF-78-14 refers)

Compliance: Not later than next overhaul

Effective Date: 12 January 1979

DCA/PT6/10 Propeller Control Linkage - Inspection

Applicability: All PT6A-6A, -6B, -6/C20 and -C20 engines

Requirement: Inspect and re-rig as necessary per FAA AD 80-04-02 amendment 39-3693.
(FAA AD 80-04-02 refers)

Compliance: Within next 10 hours TIS and thereafter whenever propeller reversing interconnect linkage is disconnected

Effective Date: 29 February 1980

DCA/PT6/11 Cancelled - Purpose Fulfilled

(Transport Canada AD CF-80-14R1 refers)

DCA/PT6/12 Compressor Hubs – Replacement

Applicability: Model PT6A-42 engines S/N 93001 through to 93804

Requirement: To prevent hub and possible engine failure, remove from service first stage compressor hub P/N 3030356 per Pratt & Whitney Canada SB 3002 revision 12, dated 9 November 1983 or later Transport Canada approved revisions.
(Transport Canada AD CF-83-28 and FAA AD 86-10-05 refer)

Compliance: Prior to 5000 total cycles in service

Effective Date: 1 August 1986

DCA/PT6/13A Gas Generator Case - Inspection

Applicability: Model PT6T-3, -3B and -6 engines not incorporating: gas generator case P/N 3112048-01 identified by P&WC SB 5249; or superseding parts incorporating the intent of SB 5249; or stiffening plates P/N 3102444-01; or repair per Part 2B of SB 5239R1.

Requirement: To detect possible cracks in gas generator case longitudinal seam weld, inspect per P&WC SB 5239R1, Part 2A. Repair cracks per SB 5239R1 Part 2B, before further flight.

(Transport Canada AD CF-87-14R2 refers)

Compliance: Prior to 1200 hours TTIS, or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 600 hours TIS.

Effective Date: DCA/PT6/13 - 19 February 1988
DCA/PT6/13A - 11 June 1993

DCA/PT6/14 P3 Air Filter Assembly - Removal

Applicability: PT6A-6, PT6A-6/C20, PT6A-20, PT6A-20A, PT6A-21, PT6A-27, PT6A-28, PT6A-34, PT6A-34B and PT6A-36 engines installed on Beech Models 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, 99, 100, 99A, B90, C90, C90A, E90, H90, A99, A99A, B99 and C99

Requirement: To prevent excessive engine acceleration time that could result in an aircraft's inability to safely perform an aborted landing (go-around), remove from service. If in stalled, the P3 filter assembly.

Note: The engine compressor delivery air line assembly can be returned to an approved configuration without a P3 filter. For information refer to the applicable PWC Maintenance Manual and Parts Catalogue.

(FAA AD 92-15-11 refers)

Compliance: By 1 April 1993

Effective Date: 2 October 1992

DCA/PT6/15 Cancelled – Purpose Fulfilled

Effective Date: 31 July 2008

DCA/ PT6/16A Exhaust Ducts - Inspection

Applicability: Model PT6A-6, PT6A-6A, PT6A-6B, PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-25, PT6A-25A, PT6A-25C, PT6A-27, PT6A-28, PT6A-34, PT6A-34AG, PT6A-34B, PT6A-36, PT6A-110, PT6A-112, PT6A-135, PT6A-135A engines

Requirement: In order to minimize the possibility of an in-flight shutdown due to a cracked exhaust duct, accomplish the following:-

A. Review the maintenance records to determine whether the subject exhaust ducts were modified or repaired. If the exhust ducts have not have not yet been subject to a shop visit for repair, no further action is required by this directive.

B. Inspect the exhaust duct in accordance with P&WC SB 1610 R2 dated 1 October 2002 for PT6A-6, PT6A-6A, PT6A-6B, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-25, PT6A-25A, PT6A-25C, PT6A-27, PT6A-28, PT6A-34, PT6A-34AG, PT6A-34B, PT6A-36, PT6A-135, PT6A-135A engines, or SB 12173 R1 dated 19 July 2002 for PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-110, and PT6A-112 engines, per the following instructions:

C. If the welds are found acceptable as specified in the applicable SB referenced in paragraph B above, perform an internal examination of the weld at the next overhaul. For instructions on how to carry out the internal examination of the weld, refer to the applicable engine overhaul manual. Once this internal examination is satisfactorily completed, no further action is required by this directive.

D. If the welds are not found to be acceptable as specified in the applicable SB referenced in paragraph B above, inspect the exhaust ducts in accordance with the following instructions:

1. Using 5X magnification, visually inspect the forward area of the exhaust duct from the propeller reduction gearbox mounting flange to 2 inches aft for any crack indications around the entire circumference of the duct.
2. If no cracks are found, the exhaust duct may remain in service.
3. If cracking is found, the following limitations shall be applied to assess suitability for continued service. A maximum of 3 cracks is allowed. The total length of all cracks shall not exceed 2 inches. No individual crack may

exceed 1 inch. Cracks must be separated by a minimum of 6L (where L is the length of the longest crack) or 3 inches, whichever is the more stringent criteria.

4. Cracks shall be marked with a suitable metal marking pencil (ref: P&WC Engine Maintenance Manual) on the duct, and the length, location and duct hours, TSO recorded. Operation may continue until the limits stated above are reached or the crack growth rate exceeds 0.015 inch/hour.

E. Ducts that exhibit cracks exceeding the limitation stated in part D.3 above must be replaced with a serviceable one before further flight. Replacement of an affected duct with an exhaust duct that has acceptable welds as per paragraph B above, constitutes terminating action to this directive.
(Transport Canada AD CF-2002-47 refers)

Compliance: Within 150 hours TIS or next scheduled shop visit whichever occurs first, unless already accomplished per DCA/PT6/16.

Note: Engines that are in full compliance with P&WC SBs 1610, 1610R1 or 12173 are deemed to be in compliance with this directive.

Effective Date: DCA/PT6/16 12 March 2003
DCA/PT6/16A 25 September 2003

DCA/PT6/17 Compressor Bleed Off Valve - Inspection

Applicability: Models PT6A-25C and PT6A-114A which incorporate P&WC SB 1510; and all engines converted to Model PT6A-114A which incorporate P&WC SB 1510. These engines may be installed on, but not limited to Cessna 208 aircraft.

Requirement: To prevent failure of the compressor bleed off valve (BOV) cotter pin and possible failure of the engine to accelerate from a low power condition, accomplish the following:-

Inspect the compressor BOV convergent-divergent orifice (for signs of blockage), cover/guide shaft, cotter pin and diaphragm for signs of wear per P&WC SB 1574, rev 1. Any BOV found unserviceable must be replaced with a serviceable one before further flight.

Note: A 600 hour repetitive inspection schedule for the subject BOV is specified in the applicable maintenance manual.
(Transport Canada AD CF-99-23 refers)

Compliance: Within next 150 hours TIS or before 30 November 1999, whichever is the sooner.

Effective Date: 22 October 1999

DCA/PT6/18 Woodward Fuel Control Unit - Inspection

Applicability: Models PT6A-64, PT6A-65AG, PT6A-65B, PT6A-66A, PT6A-67AG and PT6A-67B

Requirement: To prevent in-flight shutdown due to a bearing failure in the governing section of the fuel control unit, inspect per P&WC ASB A13341R1 (Woodward SB 60073-73-1) or A14305R1 (Woodward SB 60054-73-8 or 60068-73-5). If the FCU P/N and S/N are not listed in the applicable SB, no further action is required. If the FCU is listed, conduct the inspection and disposition per the applicable P&WC ASB.
(Transport Canada AD CF-2002-04 refers)

Compliance: Within 200 hours TIS, unless already accomplished.

Effective Date: 30 May 2002

DCA/PT6/19 Propeller Governor - Replacement

Applicability: Model PT6A-60A and PT6A-65B fitted with Woodward propeller governor assembly P/N 8210-212H.

Requirement: To prevent an asymmetric thrust situation from occurring during the landing roll, replace Woodward propeller governor P/N 8210-212H installed on the above engines with a P/N 8210-310 governor per P&WC SB 13354.

(Transport Canada AD CF-2002-02 refers)

Compliance: By 31 October 2002

Effective Date: 30 May 2002

DCA/PT6/20 High Pressure Oil Leak – Rework

Applicability: Model PT6A-38, PT6A-41, PT6A-45 and PT6A-45A engines

Requirement: To reduce the possibility of an external high pressure oil leak, accomplish the instructions in Pratt & Whitney Canada SB 3099 revision 1, dated 24 October 1977 or later Transport Canada approved revisions.
(Transport Canada AD CF-78-05 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished.

Effective Date: 27 May 2010

DCA/PT6/21 FCU Bypass Valve Diaphragm – Replacement

Applicability: Model PT6A-38, PT6A-41 and PT6A-45A engines fitted with a fuel control unit Aviation Electric P/N 3244723-3 through to -10, 3244738-5, 3244738-6, 3244752-6 through to -10, and 3244755-7 through to -11.

Requirement: To prevent rupture of the bypass valve diaphragm in the fuel control unit, replace diaphragm P/N 2526477 with a diaphragm P/N 343451 per the instructions in paragraph 2 of Pratt & Whitney Canada SB 3103, dated 5 January 978 or later Transport Canada approved revisions.
(Transport Canada AD CF-78-16 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished.

Effective Date: 27 May 2010

DCA/PT6/22 First Stage Sun Gears – Inspection and Replacement

Applicability: Model PT6A-15AG, -27, -28, -34, -34AG, -34B and -36 series turboprop engines fitted with a TAATI manufactured first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176.

Note: Affected first stage reduction sun gears were manufactured under a part manufacturer approval (PMA) by Timken Alcor Aerospace Technologies, Inc. (TAATI) as replacement parts. Affected engines that have had maintenance done to the power section module since 3 February 2010 may have had the first stage reduction gear replaced with affected TAATI parts.

Requirement: To prevent failure of the sun gear shaft which could result in an in-flight engine shut down, possible uncontained engine failure, aircraft damage and serious injuries, accomplish the following:

1. Review the aircraft records and determine if a TAATI PMA first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176 is fitted to the aircraft engine/s. Replace affected first stage reduction sun gears and the interacting planet gears in the propeller reduction gearbox assembly before further flight.

2. TAATI PMA first stage reduction sun gear P/N E3024765, S/N PC5-091 through to PC5-176 shall not be fitted to any engine or power section module.
(FAA AD 2011-20-51 refers)

Compliance: 1. Within the next 15 hours TIS or by 4 October 2011 whichever occurs sooner, unless already accomplished.

2. From 20 September 2011.

Effective Date: 20 September 2011

DCA/PT6/23 First Stage Sun Gears and Planet Gear Sets – Replacement

Applicability: Model PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135 and -135A series turboprop engines that have had maintenance accomplished since 22 December 2008 on the power section module which included replacement of the first stage sun gear or planet gears, and

Fitted with any of the following Timken Alcor Aerospace Technologies, Inc. (TAATI) Part Manufacturer Approval (PMA) first stage sun gear or planet gear sets:

First stage sun gear P/N E3028456, all S/N,
First stage sun gear P/N E3037304, all S/N,
Planet gear sets P/N E3101455-02, all S/N,
Planet gear sets P/N E3101525-02, all S/N.

Requirement: To prevent failure of the first stage sun gear or planet gears in the propeller reduction gearbox assembly which could result in an inflight loss of engine power, accomplish the corrective actions specified in FAA AD 2012-09-10.

(FAA AD 2012-09-10 refers)

Compliance: Within the next 40 hours TIS unless previously accomplished.

Effective Date: 25 May 2012

DCA/PT6/24 Second Stage Power Turbine Disk – Inspection and Replacement

Applicability: Model PT6C-67C engines not embodied with P&WC ASB 41056.

equirement: To prevent failure of the second stage power turbine disk, accomplish the requirements in Transport Canada AD CF-2012-24.

Note: P&WC SB 41056 revision 4 dated 1 April 2012 and P&WC ASB A41060 revision 2 dated 10 February 2012 or later Transport Canada approved revisions of these documents are acceptable to comply with the requirements of this AD.

(Transport Canada AD CF-2012-24 refers)

Compliance: At the compliance times specified in Transport Canada AD CF-2012-24.

Effective Date: 27 September 2012

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

CF-2013-21R1 Compressor Turbine Blades – Inspection

Effective Date: CF-2013-21 - 15 August 2013
CF-2013-21R1 – 13 November 2013

CF-2013-33R1 Cancelled – CF-2014-33 refers

Effective Date: 16 October 2014

CF-2014-33 Power Turbine Containment Ring – Inspection

Effective Date: 16 October 2014

FAA AD 2011-25-12 First Stage Reduction Sun Gears – Inspection

Note: This AD mandates the replacement of certain part manufacturer approval (PMA) Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage reduction sun gears, and/or the interacting planetary gear sets installed in the propeller reduction gearbox assembly.

Effective Date: 28 December 2011

FAA AD 2014-17-08 Compressor Turbine Blades – Inspection

Note 1: FAA AD 2014-17-08 is applicable to PT6A-114 and PT6A-114A turboprop engines fitted with part manufacturer approval (PMA) compressor turbine blades. This AD mandates the installation of P&WC single crystal compressor turbine blades P/N 3072791-01 or 3072791-02.

Note 2: This AD is related to Transport Canada AD CF-2013-21R1.

Effective Date: 8 October 2014

CF-78-03 Power Turbine & 2nd Stage Pinion Shaft – Modifications

Note: Transport Canada AD CF-78-03 supersedes DCA/PT6/4C. The applicability of DCA/PT6/4C did not align with the applicability of Transport Canada AD. The Canadian AD is applicable to all PT6A-6, PT6A-6A, PT6A-6B, PT6A-6/C20, PT6A-20, PT6A-20A, PT6A-20B, PT6A-21, PT6A-27, PT6A-28, PT6A-34 and PT6B-9 series engines. No action required for those engines already in compliance with the terminating actions specified in superseded AD DCA/PT6/4C.

Effective date: 28 February 1978

CF-2015-01R2 Engine Torque Indication – Inspection

Applicability: PT6B-37A engines, fitted with pre-SB 39117 configuration Reduction Gearbox (RGB).

Effective Date: CF-2015-01 - 3 February 2015
CF-2015-01R1 - 2 December 2016
CF-2015-01R2 - 29 October 2020

CF-2015-23 Fuel Control Unit – Inspection

Effective Date: 6 August 2015

DCA/PT6/25A SOAR 98 Engine Escalation Program

Applicability: All PT6A series engines maintained in accordance with the SOAR 98 Engine Escalation Program.

Note 1: DCA/PT6/25A revised to clarify the AD requirements and introduce Notes 2, 3 and 4.

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

1. Within the next 30 days from 31 May 2018 (the effective date of DCA/PT6/25), review the aircraft records and determine if the engine is maintained in accordance with the SOAR 98 Engine Escalation Program.

   If the aircraft has an engine maintained in accordance with the SOAR 98 Engine Escalation Program, then notify the CAA by emailing: airworthinessdirectives@caa.govt.nz

   In the email notification please provide the aircraft registration, the engine model, the engine S/N, the engine hours TSN and the engine hours TSO.

2. For aircraft on air operation:

   At the next scheduled 100 hour maintenance inspection, or within the next 30 days from 31 May 2018 (the effective date of DCA/PT6/25), whichever is the later, review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

3. For aircraft on operation under Part 91 and
   For aircraft on agricultural operation under Part 137:

   Within the next six months after 31 May 2018 (the effective date of DCA/PT6/25), review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

4. For affected uninstalled engines:

   Prior to the installation of an affected engine into any aircraft, review the engine maintenance records and accomplish all required maintenance to ensure compliance with the engine manufacturer requirements, or accomplish all required maintenance in accordance with escalation procedures approved under rule 91.603(d), other than the SOAR 98 Engine Escalation Program.

Note 2: Rule 91.603(c) requires the operator of an aircraft to comply with the manufacturer's recommended overhaul intervals.

Note 3: Per rule 91.603(d) products and components may be operated beyond the manufacturer's recommended TBO, if the operator complies with TBO escalation procedures that are detailed in a maintenance programme that is approved under Part 115, or 119, or 91.607.

Note 4: Per rule 1 *air operation* means an adventure aviation operation under Part 115, an air transport operation (ATO) under Part 119, or a commercial transport operation (CTO) under Part 119.

Compliance: Refer to the requirements section of the AD.

Effective Date: DCA/PT6/25 - 31 May 2018
DCA/PT6/25A - 28 June 2018

CF-2019-05 Fuel Control Unit Galvanic Corrosion – Inspection

Applicability: PT6B-37A engines, S/N PCE-PU0289 and earlier engines.

Effective Date: 28 February 2019

CF-87-17R1 Third Stage Stator Vane – Inspection

Applicability: PT6B-36A engines, S/N 36043 through to S/N 36112 inclusive including those engines embodied with Pratt & Whitney Canada Service Bulletin No. 11022.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.

Effective Date: 30 May 2019

CF-88-01R1 Gas Generator Case – Inspection

Applicability: PT6B-36 and PT6B-36A engines not embodied with:

A gas generator case P/N 3112048-01 identified in P&WC SB 11041; or

Superseding parts incorporating the intent of SB 11041, or

Stiffening plates P/N 3102444-01.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.

Effective Date: 30 May 2019

CF-2003-16 Review of Critical Part Life Limits

Applicability: All PT6B-36A and PT6B-36B engines.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next RA inspection after the effective date of this AD, whichever is the sooner, unless previously accomplished and thereafter (if applicable) at intervals not exceeding the times specified in the Transport Canada Airworthiness Directive.

Effective Date: 30 May 2019

CF-2019-30R1 Compressor Turbine Blades - Inspection

Applicability: All PT6A-34, -34B, -34AG, -114, and -114A engines.

Note: CF-2019-30R1 revised to expand the background information and to clarify the affected P&WC compressor turbine blade part numbers.

Effective Date: CF-2019-30 - 2 Septemebr 2019
CF-2019-30R1 - 30 January 2020

CF-2024-05 Second Stage Power Turbine (PT2) Blades - Inspection

Applicability: All PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-66T, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67F, PT6A-67P, PT6A-67R, PT6A-67RM, PT6A-67T, PT6A-68, PT6A-68B, PT6A-68C, PT6A-68D, PT6A-68T, PT6E-67XP and PT6E-66XT engine models.

Effective Date: 17 February 2024

CF-2024-33 First Stage Power Turbine (PT1) Blades - Inspection

Applicability: PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67P, PT6A-67R and PT6A-67T engines, all S/N.

Effective Date: 30 September 2024

*** CF-2025-66 Compressor Turbine (CT) Disk Assembly - Inspection**

Applicability: PT6T-3 engines, all S/N.

Effective Date: 19 December 2025

Airworthiness Directive Schedule

Engines

Rotax 275, 503, 505, 532, 535, 912, 914 and 915 Series

18 December 2025

Notes:

1. This AD Schedule is applicable to the following type-certified Rotax engine series manufactured under EASA Type Certificate (TC) Numbers:

Type-certified Rotax Engine Series:	EASA TC No:
275	E.210
505	E.208
535	E.209
912	E.121
914	E.122
915	E.121

2. This AD Schedule is also applicable to the following non type-certified Rotax engines which may be installed in Light Sport Aircraft (LSA), microlights and amateur built aircraft:

Non Type-certified Rotax Engine Series:	
503	912
505	914
532	915
535	

3. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Rotax engines.

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

   UK Mandatory Permit Directives (MPDs) can be obtained directly from the UK CAA website at: http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Mandatory-Permit-Directives/

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

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

Contents

DCA/ROTAX/1 Piston Pin Bearing - Replacement

Applicability: Models 501 and 505 with S/Ns up to 3,332.827, installed on but not limited to Glaser-Dirks DG-400, OY PIK-20E, PIK-20E II and Siren PIK-30.

Requirement: To prevent failure of the piston pin bearings caused by overheating and loss of hardness, replace bearings with improved P/N 832320 bearing per Rotax Technical Bulletin No. 505-05.

(Austrian AD 64 refers)

Compliance: Replace within next 100 hours TIS.

If the engine temperature limits have been exceeded, replace the bearings within next 3 hours TIS.

Effective Date: 28 February 1992

DCA/ROTAX/2 Camshaft - Inspection and Repair

Applicability: Model 912 A-series S/N 4,380.661 through 4,380.701.

Model 912 UL-series S/N 4,153.383 through 4,153.500 and S/N 4,400.001 through to 4,400.031.

Requirement: To prevent camshaft failure accomplish the following:

1. Inspect the magnetic drain plug and oil filter per step 1 of Rotax Technical Bulletin 912-18 R1.

If steel chips are detected, rectify per Technical Bulletin 912-18 R1, before further flight.

2. Repair per step 2 of Technical Bulletin 912-18 R1.

(Austrian AD 92/1 refers)

Compliance: 1. Inspect within next 5 hours TIS and thereafter at intervals not to exceed 50 hours TIS.

2. Repair at 600 hours TTIS.

Effective Date: 6 June 1997

DCA/ROTAX/3 Crankcase - Inspection

Applicability: Model 912 A series S/N up to and including 4,410.471.

Model 912 F series S/N up to and including 4,412.816.

Model 912S series S/N up to and including 4,922.766.

Model 914 F series S/N up to and including 4,420.313.

Requirement: To prevent cracks in the crankcase from causing catastrophic engine failure, inspect per appropriate Rotax SB referenced below:

912 all variants:	SB-912-029 R1
914 F:	SB-914-018 R1

(Austrian AD No. 107 R3 refers)

Compliance: Inspect within 50 hours TIS, or by 31 December 2003, whichever occurs first and thereafter at intervals not exceeding 100hrs TIS, or 12 months whichever occurs first.

Effective Date: 24 April 2003

DCA/ROTAX/4 Cancelled – Purpose Fulfilled

Effective Date: 30 September 2010

Effective Date: 24 April 2003

DCA/ROTAX/5 Engine Mount – Inspection

Applicability: Model 912 A series up to S/N 4,410.578.

Model 912 F series engines up to S/N 4,412.836.

Model 912 S series engines up to S/N 4,922.907.

Model 914 F series engines up to S/N 4,420.377.

Requirement: Inspect engine mount P/N 886567 for cracking IAW Rotax SB-912-028R1/SB-914-016R1. These engine mounts are fitted to 914 series engines and may be fitted to 912 series engines. Other P/N engine mounts are not affected. Replace cracked mounts with engine mount P/N 88658, IAW the above Rotax SB.

(Austrian AD No 105R1 refers)

Compliance: Inspect at next 100 hour or annual inspection, and thereafter at intervals not to exceed 100hrs TIS until mount P/N 88657 is replaced with mount P/N 88658.

Effective Date: 29 May 2003

DCA/ROTAX/6 Cancelled – Purpose Fulfilled

Effective Date: 30 July 2009

DCA/ROTAX/7 Engine Oil Dipstick – Replacement

Applicability: Model 912 A series up to and including S/N 4,410.606.

Model 912 F series up to and including S/N 4,412.858.

Model 912 S series up to and including S/N 4,922.971.

Model 914 F series up to and including S/N 4,420.394.

Requirement: To prevent the oil tank level from dropping below the inlet of the pump, leading to the entrainment of air in the oil system, which may cause damage to the engine, comply with Bombardier Rotax SB-912-040R1 or SB-914-026R1 as appropriate. This SB requires the replacement of the existing dipstick P/N 956150 with P/N 956151, which raises the minimum oil level.

(Austrian AD No 116 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 30 October 2003

DCA/ROTAX/8 Cancelled – DCA/ROTAX/15 refers

Effective Date: 26 February 2009

DCA/ROTAX/9 Cancelled - DCA/ROTAX/13 refers

Effective Date: 22 February 2007

DCA/ROTAX/10A Cancelled – DCA/ROTAX/16 refers

Effective Date: 30 September 2010

DCA/ROTAX/11 Fuel Pump and Fuel Line - Replacement

Applicability: Model 912 A engines, S/Ns 4,410.122 through 4,410.252 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702.

Model 912 F engines, S/Ns 4,412.502 through 4,412.764 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702.

Requirement: To detect fuel pump cracks and fuel line leaks inspect the fuel pump P/N 996 592 and the steel fuel line P/N 874 282, per the instructions in Bombardier Rotax Technical Bulletin (TB) No. 912-20 revision 1, dated 10 February 1998.

If cracks or fuel leaks are detected, replace the the fuel pump and the steel fuel line, per the instructions in TB No. 912-20, before further flight.

(Austrian AD Nr. 94/1 refers)

Note 1: Do not install fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702 or steel fuel line P/N 874 282 on model 912 A or 912 F engines.

Note 2: Compliance with the daily inspection requirement of this AD can be accomplished by adding daily inspection to the aircraft's tech log.

Compliance: Inspect before first flight of the day and replace affected pumps and steel fuel lines within the next 100 hours TIS.

Effective Date: 27 April 2006

DCA/ROTAX/12A Engine Magnetic Plug – Inspection

Note 1: This AD revised to limit the applicability to those engines that do not have hydraulic valve tappets P/N 854.095 fitted.

Applicability: Model 912 A series engines, S/N 4,410.681 through to 4,410.712.

Model 912 F series engines, S/N 4,412.912 through to 4,412.921.

Model 912 S series engines, S/N 4,923.263 through to 4,923.380.

Model 914 F series engines, S/N 4,420.595 through to 4,420.637.

And any S/N engine on which the camshaft and/or the hydraulic valve tappets have been replaced during engine repair or general overhaul between 1 January 2006 and 1 December 2007.

These engines are known to be installed on, but not limited to **3-i Sky Arrow** 650 TC, 650 TCN, 650 TCNS and 710 RG aircraft, **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpla-Werke, Nitsche) AVO 68 series Samburo aircraft, **Aquila** AT01 aircraft, **Cessna** 150 and A150 series aircraft, **Reims** F150 and FA150 series aircraft, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana aircraft, **Evektor-Aerotechnik** EV-97 VLA aircraft, **Grob** G 109 aircraft, **Issoire** APM-20 Lionceau aircraft, **Scheibe** SF 36R and SF 25C aircraft, **Stemme** S10-VT aircraft, **Tecnam** P 92-J, P 92-JS and P2002-JF aircraft and **W.D. Aircraft** D4 Fascination aircraft.

Note 2: The engines were either installed by the aircraft manufacturer or by STC.

Note 3: Engines which have hydraulic valve tappets P/N 854.095 fitted at production and engines which have been fitted with spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) during an engine repair or general overhaul, are not affected by this AD.

Note 4: Engines fitted with hydraulic valve tappets P/N 854.095 by BRP-Rotax prior to delivery can be identified by (minor) modification number references for each specific engine design: 85-05 for 912 A engines, F50-05 for 912 F engines, S34-04 for 912 S engines and F45-04 for 914 F engines. These modification reference numbers are documented in the engine release certificate.

Note 5: The following S/N engines were inspected by BRP-Rotax before first installation or first engine startup in accordance with section 1.5 compliance (a) of BRP-Rotax SB-912-051 or SB-914-034 (as applicable):

Rotax 912 A series engines, S/N 4,410.709 through to 4,410.712.

Rotax 912 F series engines, S/N 4,412.920 through to 4,412.921.

Rotax 912 S series engines, S/N 4,923.381 onwards.

Rotax 914 F series engines, S/N 4,420.633 through to 4,420.637.

Requirement: To prevent excessive wear of the camshaft and/or hydraulic valve tappets possibly causing a loss of engine power or engine failure, accomplish the following:

1. Inspect the magnetic plug per the instructions in BRP Rotax ASB-912-051 or ASB-914-034, as applicable.

If the quantity of metal particles on the magnetic plug exceeds a height of 3mm, the source of the wear must be identified and the cause eliminated before further flight. Accomplish these instructions per ASB-912-051 or ASB-914-034 as applicable.

2. Before installing an affected engine to any aircraft, inspect the magnetic plug per the requirements of this AD.

Note 6: The installation of spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) is a terminating action to the requirements of this AD.

(EASA AD 2006-0316R1 refers)

Compliance: 1. Inspect the magnetic plug before the next engine start unless already accomplished at the last oil change, and thereafter at every engine oil change until spare parts kit P/N 881.831 which includes hydraulic valve tappets P/N 854.095 is fitted.

2. From the effective date of this AD.

Effective Date: DCA/ROTAX/12 - 21 October 2006
DCA/ROTAX/12A - 27 March 2008

DCA/ROTAX/13 Crankcase – Inspection and Repair

Applicability: Model 912 A series engines, S/Ns through 4,410.689.

Model 912 F series engines, S/Ns through 4,412.914.

Model 912 S series engines, S/Ns through 4,923.308.

Model 914 F series engines, S/Ns through 4,420.606.

All model 912 and 914 series engines fitted with a replaced crankcase with a S/N all through to 27811.

These engines are installed on, but not limited to, the following aircraft types:

3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG, **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango, **Aircraft Philipp** (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo, **Aquila** AT01, **Cessna** 150 and A150 series, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana, **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109, **Issoire** APM-20 Lionceau, **Reims Aviation** F150 and FA150 series, **Scheibe** SF 36R and SF 25C, **Stemme** S10-VT, **Tecnam** P 92-J, P 92-JS and P2002-JF, and **W.D. Aircraft** D4 Fascination.

Note 1: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent sudden loss of engine power due to a cracked crankcase that could lead to a hazardous situation during low level flight, inspect the engine crankcase for cracks and oil leaks per the instructions in BRP-Rotax Mandatory Service Bulletins SB-912-029 revision 3 or SB-914-018 revision 3.

If the crankcase is cracked or oil leaks are detected, accomplish a manufacturer approved repair, before further flight.

Note 2: If a review of the engine logbook or aircraft maintenance records cannot positively identify the crankcase S/N, then the engine crankcase assembly shall be inspected to identify the S/N.

(EASA AD 2007-0025 refers)

Compliance: Within the next 100 hours TIS unless already accomplished within the last 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 22 February 2007

DCA/ROTAX/14A Fuel Pump - Replacement

Applicability: All model 912 A, 912 F and 912 S series engines fitted with fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545.

These engines are fitted to, but not limited to, the following aircraft types:

Alphi Aviation Pioneer 200 and 300; Costruzioni Aeronautiche Tecnam P92-2000RG, P92 Echo Super, P92S Echo, P96 Golf and P2002-JF; Skyfox Aviation CA-25 and CA-25N Gazelle; and Zenair CH701 STOL and Zodiac 601 UL.

Note: No action required for aircraft already in compliance with DCA/ROTAX/14 and ASB-912-053. This AD revised to introduce BRP Rotax SB-912-053 which supersedes BRP Rotax ASB-912-053. Fuel pumps P/N 892230, 892232, 892540 are standard fuel pumps, and P/N 892235, 892236 and 892545 are fitted with a flexible fuel line.

Requirement: To prevent excessive fuel pressure possibly resulting in fuel leakage and/or engine failure, accomplish the following:

1. Replace fuel pumps P/N 892230, 892232 and 892540 with a fuel pump P/N 892542, and replace fuel pumps P/N 892235, 892236 and 892545 with a fuel pump P/N 892546, per BRP Rotax SB-912-053 dated 13 April 2007 or later approved revisions.

2. Fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545 shall not be installed on any engine.

(EASA AD 2007-0060R1-E refers)

Compliance: 1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner.

2. From 30 September 2010.

Effective Date: DCA/ROTAX/14 - 9 March 2007
DCA/ROTAX/14A - 30 September 2010

DCA/ROTAX/15 Exhaust Muffler – Inspection and Replacement

Applicability: Model 914 F series engines, S/N 4,420.372 through to 4,420.406 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusive.

Model 914 F series engines, S/N 4,420.407 through to 4,420.436 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusve, or P/N 979404, S/N 03.0200 through to 04.0799.

Note: This AD supersedes DCA/ROTAX/8 and introduces additional affected exhaust mufflers in the applicability.

Requirement: To prevent carbon monoxide entering the cabin due to possible cracks in the exhaust muffler which could result in loss of aircraft control, inspect the exhaust system per the instructions BRP-Rotax GmbH & CoKG MSB No. SB-914-028 revision 1 dated 8 November 2004 or later approved revisions. If any defects are found, accomplish corrective actions as required before further flight.

(EASA AD 2006-0127 refers)

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

Effective Date: 26 February 2009

DCA/ROTAX/16 Coolant – Replacement

Applicability: Rotax 912 A, 912 F, 912 S and 914 F series engines, all S/N.

These engines are known to be installed on, but not limited to: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT- 200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Reims Aviation F150 and FA150 series; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX10A to introduce the mandatory use of waterless coolant and BRP SB-912-043 revision 2 for Rotax 912 series engines, and BRP SB-914-029 revision 2 for Rotax 914 series engines. A coolant mixture may be used if the aircraft is in compliance with the requirements in this AD per the instructions in the applicable BRP SB.

Requirement: To prevent engine failure due to possible boiling of conventional coolant with a mixing ratio of 50% coolant and 50% water, accomplishe the following:

Amend the coolant specification in the relevant documentation of the aircraft and introduce the mandatory use of waterless coolant.

As an alternative the conventional coolant mixture may be used, provided that the specified operating temperature limit (coolant temperature) per the applicable BRP SB is applied, and the following is accomplished:

- The radiator cap must be replaced, and
- The cooling system efficiency must be checked, and
- The maximum achievable coolant temperature must be determined, and
- The maximum achievable cylinder head temperature must also be determined.

These requirements must be accomplished per the instructions in BRP Rotax SB-912-043 revision 2 and SB-914-029 revision 2, as applicable, and before these measures can be introduced the effects of these measures on the powerplant

installation and the aircraft must be reviewed, and approved by the affected aircraft manufacturer.

Note 2: The requirements of this AD must be accomplished per the instructions in BRP Rotax Service Bulletin SB-912-043 revision 2 and SB-914-029 revision 2, both dated 10 November 2006 or later approved revisions.

(EASA AD 2007-0155 refers)

Compliance: By 30 October 2010, unless previously accomplished.

Effective Date: 30 September 2010

DCA/ROTAX/17 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model Rotax 505 series, 912 series and 914 series engines, all S/N

Requirement: Compliance with the following Austro Control (Austrian Aviation Authority) Airworthiness Directives (as applicable) is required:

Austro Control AD No:	Bombardier Rotax Service Information:	Subject:	AD Requirement:
69 (In German)	Rotax Technical Bulletin No. 505-06.	Ignition unit. Rotax 505 and 505A engines, S/N all through 3,332.888.	Ignition unit, change to electronic box Ducati 965675 per TB No. 505-06.
75	Rotax Technical Bulletin No. 912-02 rev 1 dated 25 Oct 93.	Ignition system - Corrosion between the stator and igniter housing. Rotax 912A series engines, S/N all through 4,076.022.	Accomplish the instructions in TB No. 912-02.
80	Rotax Technical Bulletin No. 912-06 dated 21 Nov 94.	Ignition system bonding. Rotax 912A series engines, S/N 4,076.062 through to 4,076.220.	Accomplish the instructions in TB No. 912-06.
82 (In German)	Rotax Technical Bulletin No. 912-07 dated 30 Jan 95.	Ignition system shielding. Rotax 912A series engines, S/N all through 4,076.064.	Improve the bonding of the ignition system shielding per TB No. 912-07.
84	Rotax Technical Bulletin No. 912-08 dated 16 August 95.	SMD electronic modules. Rotax 912A series engines, S/N 4,076.064 through to 4,380.752.	Accomplish the instructions in TB No. 912-08.
88	Rotax Technical Bulletin No. 914-03 dated 3 July 97.	Mixture enrichment jet. Rotax 914F series engines, S/N 4,420.002 through to 4,420.029, and S/N 4,420.032 all through 4,420.044.	Accomplish the instructions in TB No. 914-03.
89	Rotax Technical Bulletin No. 912-19 dated 30 June 97.	Gearbox. Rotax 912 A3 engines, S/N 4,076.065 through to 4,380.663 fitted with a constant speed hydraulic propeller.	Accomplish the instructions in TB No. 912-19.

90	Rotax Technical Bulletin No. 914-04 dated 27 Aug 97.	Turbocharger oil supply banjo bolt. Rotax 914 F series engines, S/N 4,420.011 through to 4,420.058.	Accomplish the instructions in TB No. 914-04.
95 (In German)	Rotax Technical Bulletin No. 914-07 dated 5 Jun 98.	Turbocharger oil supply line. Rotax 914 F series engines, S/N 4,420.002 through to 4,420.127.	Accomplish the instructions in TB No. 914-07.
98 (In German)	Rotax Service Bulletins No. SB-912-026R3 and SB-914-014R3 both dated Dec 99.	Ignition system stator. Rotax 912 A series engines, S/N 3,792.541 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.502 through to 4,412.791, and Rotax 914 F series, S/N 4,420.002 through to 4,420.157.	Accomplish the instructions in SB No. SB-912-026R3 and SB-914-014R3 as applicable.
101	Rotax SB No. 912-027R1 and 914-010R1 both dated Feb 2000.	Gearbox. Rotax 912 A series engines, S/N 4,410.330 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.781 through to 4,412.791, and Rotax 914 F series, S/N 4,420.128 through to 4,420.156, and Propeller gearboxes S/N 15081, 15139, 15341, 15559 all through 15562.	Accomplish the instructions in SB No. 912-027R1 and SB-914-010R1 as applicable.
108	Rotax SB No. SB-912-022 and SB-914-011.	Valve spring retainers. Rotax 912 A series engines, S/N 4,410.204 through to 4,410.421, and Rotax 912 F series engines, S/N 4,412.757 through to 4,412.807 excluding 4,412.795, and Rotax 912 S series engines, S/N 4,922.501 all through 4,922.636 excluding 4,922.535, 4,922.553 and 4,922.578, and Rotax 914 F series, S/N 4,420.039 through to 4,420.253 excluding 4,420.049, 4,420.068, 4,420.083, 4,420.098, 4,420.115 and 4,420.156.	Accomplish the instructions in SB No. SB-912-022 and SB-914-011 as applicable.

Note 1: Each part of this AD (each individual Austro Control AD) shall be certified in the aircraft logbook separately.

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

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

Effective Date: 30 September 2010

DCA/ROTAX/18 Carburettor Float Chamber – Inspection and Rework

Applicability: Model Rotax 912 A series engines, S/N all through 4,076.244.

Requirement: To prevent fuel starvation and loss of engine power, accomplish the following:

Accomplish the requirements in Bombardier Rotax Technical Bulletin No. 912-09 dated 30 August 1995 or later approved revisions.

(Austro Control AD 83 refers)

Compliance: Within the next 50 hours TIS, or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter before further flight if rough engine operation is experienced.

Effective Date: 30 September 2010

DCA/ROTAX/19 Engine Components – Inspection and Replacement

Applicability: Model Rotax 914 F series engines, all S/N.

These engines are installed on, but not limited to Diamond HK 36 TTS aircraft, all S/N; Diamond HK 36 TTC aircraft, all S/N; Diamond HK 36 TTC-ECO aircraft, all S/N; Diamond DV 22, S/N 22001 and 22002, and Diamond DA 40-V1 aircraft, S/N 40001.

Requirement: To prevent engine failures due to possible cracks in engine component/parts, accomplish the following:

1. Accomplish a detailed visual inspection of the crankcase in the area below the cylinders and the welding points of the ring-engine mounts per the instructions in Diamond Aircraft Industries (DAI) MSB36-70 and DAI SI36-003 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.

2. Accomplish a detailed visual inspection of the exhaust tubes between the cylinder-head and the exhaust per the instructions in DAI MSB36-70 and DAI SI36-003.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.

(Austro Control AD 103 refers)

Compliance: 1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at every maintenance inspection until an approved modification has been embodied.

2. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS until an approved modification has been embodied.

Effective Date: 30 September 2010

DCA/ROTAX/20 Exhaust System – Inspection and Replacement

Applicability: Rotax 914 F series engines, S/N 4,420.001 all through to 4,420.363 fitted with Rotax exhaust bends P/N 979420/421/422, 979430/431/432, 979440/441/442 and 979450/451/452.

Requirement: To prevent exhaust failure due to possible cracks in exhaust bends between the cylinder-head and exhaust, accomplish the following:

Accomplish a detailed visual inspection of the exhaust system per the instructions in Bombardier Rotax Service Bulletin SB-914-017 revision 1 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in SB-914-017 before further flight.

(Austro Control AD 106R1 refers)

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

Effective Date: 30 September 2010

DCA/ROTAX/21 Fuel Pump – Inspection and Rework

Applicability: Model Rotax 912 A series engines, S/N 4,410.419 all through 4,410.465, and

Model Rotax 912 F series engines, S/N 4,412.808 all through to 4,412.815, and

Model Rotax 912 S series engines, S/N 4,922.504 all through to 4,922.743, and

Fitted with fuel pump assembly P/N 996 596.

Requirement: To prevent fuel pump failure due to possible fuel pump leaks, which can result in loss of engine power and fire, accomplish the following:

Accomplish a detailed visual inspection of the fuel pump system and hose connections per the instructions in Bombardier Rotax Service Bulletin SB-912-031 or later approved revisions.

If any defects are found accomplish all corrective actions per the instructions in Rotax SB-912-031 before further flight.

(Austro Control AD 109 refers)

Compliance: Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 30 September 2010

DCA/ROTAX/22 Magneto Flywheel Hub Washer – Replacement

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, S/N 4,410.888 through to 4,410.899.

Rotax 912 F3 engines, S/N 4,412.986 and 4,412.987.

Rotax 912 S2, 912 S3 and 912 S4 engines, S/N 4,924.087 through to 4,924.139 and 4,924.141 through to 4,924.166.

Rotax 914 F2, 914 F3 and 914 F4 engines, S/N 4,420.970 through to 4,420.990, 4,420.997 and 4,421.001 through to 4,421.003.

These engines are known to be installed on, but not limited to, the following types of aeroplanes: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and

SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: The installation of these engines was either embodied by the respective aeroplane manufacturer or through a modification by STC.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub per the instructions in paragraph 3 of BRP-Powertrain Mandatory SB-912-058 or SB-914-041 as applicable. Return the defective washer to the manufacturer per the instructions in paragraph 1.13 of SB-912-058 or SB-914-041 as applicable.

2. An engine affected by the requirements of this AD may not be installed on any aircraft unless washer P/N 944072 and associated gasket ring P/N 950141 have been replaced per the requirements in this AD.

Note 2: BRP-Powertrain Mandatory SB-912-058 and SB-914-041 (same document) dated 15 April 2011 or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

(EASA AD 2011-0067-E refers)

Compliance: 1. Within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.

2. From 19 April 2011.

Effective Date: 19 April 2011

DCA/ROTAX/23 Fuel Pressure Regulator – Inspection and Replacement

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to **Aeromot** AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo aircraft, **Diamond** (formerly HOAC) HK 36 series Super Dimona aircraft, **Scheibe** SF 25C and **Stemme** S10-VT aircraft.

Note 1: The installation of these engines was either done by the respective **aeroplane manufacturer** or through modification of the aeroplane by STC.

Requirement: To prevent fuel leaks from the pressure regulator which could result in an in-flight fire, loss of engine power and a forced landing, accomplish the following:

1. Review the aircraft logbooks or inspect the aircraft and determine the S/N of the fuel pressure regulator P/N 887130 installed on the aircraft engine.

If a fuel pressure regulator P/N 887130 with a S/N listed in table 1 of this AD is found fitted to the aircraft, replace the fuel pressure regulator with a serviceable unit with a S/N not listed in table 1 of this AD per the instructions in BRP-Powertrain MSB SB-914-040 dated 10 March 2011 or later approved revisions.

2. An affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be fitted to any engine, and a Rotax 914 F series engine fitted with an affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be installed on any aircraft.

Table 1:

S/N of affected fuel pressure regulators P/N 887130:	
100200 through to 100246	100248 through to 100280
100282 through to 100293	100295 through to 100314
100316 and 100317	100319 through to 100326
100330	100332 and 100333
100338 through to 100340	100342 through to 100345
100348	100350 through to 100355
100357 through to 100363	100365 through to 100368
100371 and 100372	100374 through to 100376
100379 and 100380	100395 and 100396

Note 2: Some of the listed affected S/N fuel pressure regulators have been delivered as spares. Other S/N are known to be currently installed on 914 UL2 engines which are non-certified engines and intended for installation on non-certified aircraft, e.g. microlights and amateur built aircraft.

(EASA AD 2011-0082 refers)

Compliance: 1. Within the next 100 hours TIS or by 26 November 2011 whichever occurs sooner.

2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/24 Magneto Flywheel Hub Washer – Replacement

Applicability: Model 912UL engines, S/N 6,770.178 through to 6,770.241, 6,770.245 through to 6,770.251.

Model 912ULS engines, S/N 6,777.699 through to 6,777.716, 6,777.718 through to 6,777.832, 6,777.861 through to 6,777.885, 6,777.896 through to 6,777.967, 6,777.973 through to 6,778.025, 6,778.031 through to 6,778.107, 6,778.115 through to 6,778.139, 6,778.179 through to 6,778.196.

Model 912ULSFR engines, S/N 6,778.108.

Model 914UL engines, S/N 6,774.240 through to 6,774.261, 6,774.263 through to 6,774.269, 6,774.271 through to 6,774.308, 6,774.313 through to 6,774.321, 6,774.327 through to 6,774.386, 6,774.396 through to 6,774.425.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub with serviceable parts with the same P/N per the instructions in BRP-Powertrain Mandatory SB-912-058UL or SB-914-041UL as applicable. (These SBs refer to SB-912-058 or SB-914-041 for the corrective actions.)

2. An engine affected by the requirements of this AD may not be installed on any aircraft unless the washer and associated gasket ring have been replaced per the requirements in this AD.

(UK MPD 2011-003-E refers)

Compliance: 1. Within the next 10 hours TIS or by 31 August 2011 whichever occurs sooner, unless previously accomplished.

2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/25A Cancelled – DCA/ROTAX/26 refers

Effective Date: 28 November 2011

DCA/ROTAX/26 Crankshaft – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

Rotax 912 UL engines, all S/N.
Rotax 912 ULS engines, all S/N.
Rotax 912 ULSFR engines, all S/N.
Rotax 914 UL engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX/25A to expand the applicability to include additional affected P/N 888164 crankshafts. The expanded crankshaft S/N range is listed in table 1 of this AD.

Note 2: Engines that are known to have an affected crankshaft installed (as delivered by BRP-Powertrain) are listed by engine S/N in BRP-Powertrain ASB-912-059 and ASB-914-042 dated 15 November 2011, and ASB-912-059UL and ASB-914-042UL dated 15 November 2011 as applicable to the engine type.

Note 3: Affected P/N 888164 crankshafts have also been supplied as replacement parts.

Requirement: To prevent failure of the crankshaft due to possible cracks in the power take-off side of the crankshaft journal which could result in loss of engine power, accomplish the following:

1. Review the aircraft records and determine the S/N of the engine installed on the aircraft.

If the engine S/N is listed in BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

2. Review the aircraft records and determine if the P/N 888164 crankshaft has been replaced since engine manufacture. If the crankshaft has been replaced since engine manufacture, determine if a P/N 888164 crankshaft with a S/N listed in table 1 of this AD is fitted.

If a crankshaft P/N 888164 with a S/N listed in table 1 of this AD is found fitted, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

3. A P/N 888164 crankshaft with an affected S/N listed in table 1 of this AD shall not be installed in any engine unless the crankshaft complies with the requirements of this AD.

4. An engine with an affected P/N 888164 crankshaft shall not be installed on any aircraft unless the crankshaft complies with the requirements of this AD.

Table 1 – Affected P/N 888164 crankshafts:

Affected S/N:
40232 through to 40267
40293 through to 40374
40408 through to 40433
40435 through to 40507

Note 4: BRP-Powertrain ASB-912-059 and ASB-914-042 (same document), dated 15 November 2011, and BRP-Powertrain ASB-912-059UL and ASB-914-042UL (same document), dated 15 November 2011 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2011-0224-E and UK MPD 2011-009-E refer)

Compliance: 1. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.

2. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.

3. From 28 November 2011.

4. From 28 November 2011.

Effective Date: 28 November 2011

DCA/ROTAX/27A **Oil Pump Attach Bolts – Inspection and Rework**

Applicability: Rotax 912 S2 and 912 S3 engines, S/N 4,924.287 all through to 4,924.295, 4,924.300 all through to 4,924.304, 4,924.342 all through to 4,924.350, 4,924.352 and 4,924.353.
Rotax 914 F2 engines, S/N 4,421.079, 4,421.080 and 4,421.081.

Rotax 912UL engines, S/N 6,770.461 and 6,770.462.

Rotax 912ULS engines, S/N 6,778.908 through to 6,778.932, 6,778.934 through to 6,778.958, 6,779.478 through to 6,779.502 and 6,779.504 through to 6,779.511.

Rotax 914UL engines, S/N 6,774.704 through to 6,774.733 and 6,774.861 through to 6,774.869.

These engines are known to be installed on, but not limited to the following types of aircraft: **3-i** Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; **Aircraft Philipp** (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; **Aquila** AT01; **Cessna** 150 and A150 series; and (**Reims)** F150 and FA150 series; **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109; **Issoire** APM-20 Lionceau; **Scheibe** SF 36R and SF 25C; **Stemme** S10-VT; **Tecnam** P 92-J, P 92-JS and P2002-JF; **W.D. Aircraft** D4 Fascination.

Note 1: This AD revised to expand the applicability to include non-Type Certificated Rotax 912 and 914 series engines and introduce BRP-Powertrain ASB-912-060UL and ASB914-043UL (the same document) dated 26 January 2012. No further AD action required for those Type Certificated Rotax 912 and 914 series engines already in compliance with DCA/ROTAX/27.

Note 2: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent oil pump failure due to possible oil pump leaks which could result in loss of oil pressure and loss of engine power, accomplish the following:

1. Inspect the engine oil system and check the torque of the oil pump attachment bolts per the instructions in section 2 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable to the engine model, all dated 26 January 2012 or later approved revisions.

If any defects are found accomplish all the applicable follow-on inspections and corrective actions per the instructions in section 3 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable.

2. An engine affected by this AD shall not be installed on any aircraft unless the engine is in compliance with the requirements of this AD.

(EASA AD 2012-0019-E and UK MPD 2012-001-E refer)

Compliance: 1. <u>For affected Type Certificated Rotax 912 and 914 series engines</u>:

Within the next 4 hours TIS or 30 days from 28 January 2012 (the effective date of DCA/ROTAX/27) whichever occurs sooner, unless previously accomplished.

<u>For affected non-Type Certificated Rotax 912 and 914 series engines</u>:

Within the next 4 hours TIS or by 23 March 2012 whichever occurs sooner.

2. From 23 February 2012.

Effective Date: DCA/ROTAX/27 - 28 January 2012
DCA/ROTAX/27A - 23 February 2012

DCA/ROTAX/28 Fuel Pump – Inspection and Replacement

Applicability: Model 912 A engines, S/N 4,410.956, and

Model 912 F engines, S/N 4,413.000 through to 4,413.002 and 4,413.005 through to 4,413.007, and

Model 912 S engines, S/N 4,924.331 through to 4,924.334, 4,924.354 through to 4,924.358 and 4,924.366 through to 4,924.402, and

Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4595 and 12.0251 through to 12.0270.

Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL.

Requirement: To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the instructions in EASA AD 2012-0093-E.

Note 3: Rotax ASB-912-061 and ASB-912-061UL both dated 26 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0093-E refers)

Compliance: Before further flight.

Effective Date: 31 May 2012

DCA/ROTAX/29A **Fuel Pump Pressure Side Hose – Inspection and Replacement**

Applicability: Model 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N, and

Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N, and

Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N, and

Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4355, 11.4516 through to 11.4595, and 12.0251 through to 12.0270.

Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL revision 1 fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL revision 1.

Note 1: This AD supersedes DCA/ROTAX/29 to expand the AD applicability to S/N 11.4036 through to 11.4355 for affected fuel pump P/N 893114. Superseded DCA/ROTAX/29 listed S/N 11.4036 through to 11.4335.

Requirement: To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the requirements in EASA AD 2012-0097R1 dated 01 June 2012 and the instructions in the applicable Rotax ASB.

Note 2: Rotax ASB-912-061 and ASB-912-061UL both at revision 1 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0097R1 and UK CAA MPD 2012-002-E refer)

Compliance: Before further flight.

Effective Date: DCA/ROTAX/29 - 2 June 2012
DCA/ROTAX/29A - 6 June 2012

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

2013-0055-E Cancelled - EASA AD 2013-0117-E refers

Effective Date: 31 May 2013

2013-0117-E Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS, P2002-JR, P2002-JS and P2006T; W.D. Aircraft D4 Fascination.

The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: 31 May 2013

UK MPD 2013-003-E Cylinder Head – Inspection

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Effective Date: 7 June 2013

2015-0240 Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N up to 4 411 086.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N up to 4 413 044.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N up to 4 924 910.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N up to 4 421 444.

These engines are known to be installed on, but not limited to the aircraft listed in Appendix 1 of this AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: 4 January 2016

2016-0144 (Correction) Carburettor Float – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to the aircraft listed in Appendix 1 of the EASA AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: EASA AD 2016-0144 - 26 July 2016
EASA AD 2016-0144 (Correction dated 25 July 2016) - 26 July 2016

UK MPD 2017-001 Cylinder Head – Inspection

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2015-0240 is applicable to type-certified engines.

Effective Date: 11 February 2017

2017-0101-E Ignition Housing Sealing Plug – Inspection

Applicability: Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N.

Effective Date: 13 June 2017

UK MPD 2017-005-E Ignition Housing Sealing Plug – Inspection

Applicability: Non type-certified Rotax 912 iS and 912 iS Sport engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0101-E is applicable to type-certified engines.

Effective Date: 9 August 2017

2017-0208 (Correction) Valve Push Rod Assembly – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to aircraft listed in Appendix 1 of the EASA AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: EASA AD 2017-0208 - 27 October 2017
EASA AD 2017-0208 (Correction dated 22 December 2017) - 27 October 2017

UK MPD 2018-001 Valve Push Rod Assembly – Inspection

Applicability: Non type-certified Rotax 912 iS Sport, 912UL, 912ULS, 914UL engines with S/N listed in Rotax SB-912 i-008iS / SB-912-070UL / SB-914-052UL, at the latest revision.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0208 (correction) is applicable to type-certified engines.

Effective Date: 22 February 2018

2018-0265R1 (Correction) Exhaust Valves – Replacement

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

Rotax 915 iSc3 A and 915 iSc3 B engines, all S/N.

These engines are known to be installed on, but not limited to, the aeroplane types and models as listed in Appendix 1 of this AD. The installation of these engines was either done by the respective aircraft manufacturer, or through modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2018-0265 - 11 December 2018
EASA AD 2018-0265R1 (Correction dated 10 January 2019) - 31 January 2019

UK MPD 2019-001-E Exhaust Valves – Replacement

Applicability: Non type-certified Rotax 914 UL nd 915 iS A engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2018-0265R1 (Correction) is applicable to type-certified engines.

Effective Date: 31 January 2019

2019-0055-E (Correction) Cancelled – EASA AD 2019-0253-E refers

Effective Date: 15 October 2019

UK MPD 2019-004-E Cancelled – UK MPD 2019-006-E refers

Effective Date: 19 October 2019

EASA AD 2019-0253-E Fuel Pump Assembly – Inspection

Applicability: Rotax 912 iSc2 Sport, 912 iSc3 Sport and Rotax 915 iSc3 A engines, all S/N fitted with a fuel pump assembly P/N 889696 (part of assembly P/N 889697), or P/N 889698 (part of assembly P/N 889699) with a S/N 180500 through to 192699.

These engines are known to be installed on, but not limited to, various general aviation aeroplane types and models. The installation of these engines was either done by the respective aeroplane manufacturer, or through modification of the aeroplane by Supplemental Type Certificate (STC). Affected engines have electronically controlled fuel injection.

Note: EASA AD 2019-0253-E is applicable to type-certified engines. Affected engines have electronically controlled fuel injection.

Effective Date: 15 October 2019

UK MPD 2019-006-E Fuel Pump Assembly – Inspection

Applicability: Non type-certified Rotax 912 i series and Rotax 915 i A series engines, all S/N fitted with a fuel pump assembly P/N 889696 (part of assembly P/N 889697), or P/N 889698 (part of assembly P/N 889699) with a S/N 180500 through to 192699.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: UK MPD 2019-006-E is applicable to non type-certified engines. Affected engines have electronically controlled fuel injection.

Effective Date: 19 October 2019

EASA AD 2023-0156-E Propeller Gearbox – Magnetic Plug Inspection

Applicability: Rotax 912 A, 912 F, 912 S and 912 iSc Sport (series) engines, all models, all S/N. Rotax 914 F engines, all models, all S/N.

Note: EASA AD 2023-0156-E is applicable to type-certified engines.

Effective Date: 4 August 2023

UK MPD 2023-002-E Propeller Gearbox – Magnetic Plug Inspection

Applicability: Rotax 912 UL, 912 ULS, 914 UL and 912 iS Sport engines with a S/N listed in Appendix 1 Table 1 of UK MPD 2023-002-E (**Note**: These engines were originally delivered from the factory with an affected propeller shaft P/N 937047), **and**

Propeller shafts with P/N 937047 delivered as spare parts listed in Appendix 1 Table 2 of UK MPD 2023-002-E (**Note**: These propeller shafts were delivered as a spare part, or as part of a gearbox assembly and are affected by UK MPD 2023-002-E).

Note: UK CAA AD 2023-002-E is applicable to non type-certified engines.

Effective Date: 15 August 2023

EASA AD 2025-0019-E Internal Generator - Inspection

Applicability: Rotax 912 iSc Sport, 915 iSc A, 915 iSc C24, 916 iSc A, 916 iSc B and 916 iSc C24 series engines, all models, all S/N.

Note: EASA AD 2025-0019-E is applicable to type-certified engines.

Effective Date: 20 January 2025

UK MPD 2025-001-E Internal Generator - Inspection

Applicability: Rotax 912 iS Sport, 915 iS A, 915 iS C24, 916 iS A, and 916 iS C24 series engines, all models, all S/N.

Note: UK CAA MPD 2025-001-E is applicable to non type-certified engines.

Effective Date: 10 February 2025

*** EASA AD 2025-0267-E Propeller Gearbox - Inspection**

Applicability: Rotax 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24 and Rotax 916 iSc3 C24 engines, all S/N.

These engines are known to be installed on various general aviation (EASA CS-23, CS-LSA, CS-VLA or CS-22 certified) aeroplanes and powered sailplanes. Installation of these engines was done by either the respective aeroplane manufacturers or through a modification of the aeroplane by Supplemental Type Certificate (STC).

Note: EASA AD 2025-0267-E is applicable to type-certified engines.

Effective Date: 2 December 2025

*** UK CAA MPD 2025-006-E Propeller Gearbox - Inspection**

Applicability: Rotax 915 iS A, 915 iS C24, 916 iS A, and 916 iS C24 series engines, all models, all S/N.

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

Note: UK CAA MPD 2025-006-E is applicable to non type-certified engines.

Effective Date: 6 December 2025