



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 26-07

Effective date 23 July 2026

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

Airworthiness Directive Schedule**List of New or Revised ADs****Amendment Nr 26-07****23 July 2026**

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters AS 350 Series	EASA AD 2026-0052R1	Fuse Cover Attachment of Circuit Breaker Panel - Modification	23-Jul-26
Airbus Helicopters AS 350 Series	EASA AD 2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	23-Jul-26
Airbus Helicopters AS 355 Series	EASA AD 2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	23-Jul-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2025-0298-E	Cancelled – EASA AD 2026-0127 refers	23-Jul-26
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2026-0127	Main Rotor Swashplate - Inspection	23-Jul-26
Airbus Helicopters EC 130 Series	EASA AD 2026-0052R1	Fuse Cover Attachment of Circuit Breaker Panel - Modification	23-Jul-26
Airbus Helicopters EC 130 Series	EASA AD 2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	23-Jul-26
Bell 505	CF-2026-20R1	Airworthiness Limitations – Life Limits	4-Aug-26
Diamond DA 42	EASA AD 2026-0125R1	NLG Hydraulic Actuator Rod End – Inspection	1-Jul-26
Pratt & Whitney PW210 Series	Transport Canada AD CF-2026-23	Cancelled – CF-2026-35 refers	16-Jul-26
Pratt & Whitney PW210 Series	Transport Canada AD CF-2026-35	Turbine Exhaust Frame (TEF) – Inspection	16-Jul-26
Rotax Engines	EASA AD 2026-0121-E	Propeller Gearbox - Inspection	26-Jun-26
Rotax Engines	UK CAA MPD 2026-003-E	Propeller Gearbox - Inspection	7-Jul-26
Safran Helicopter Engines Arrius 1A Series	EASA AD 2026-0128	Hydromechanical Measuring Unit – Replacement	9-Jul-26
Safran Helicopter Engines Arrius 2B1, 2B2 and 2K1 Series	EASA AD 2024-0195R1	Cancelled – EASA AD 2026-0131 refers	23-Jul-26
Safran Helicopter Engines Arrius 2B1, 2B2 and 2K1 Series	EASA AD 2026-0131	EECU Software - Update & Preference Injector - Non-extinguishing Test	23-Jul-26
Tecnam Aircraft	EASA AD 2026-0124	Aileron Hinge / Cotter Pins – Inspection	15-Jul-26

State of Design Airworthiness Directives

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

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

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

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

Note: **Airworthiness Directive Schedule Amendment Nr. 26-08 is scheduled for issue on Thursday 3 September 2026.**

Notes on New and Revised Airworthiness Directives

Airbus Helicopters AS 350 and EC 130 Series Helicopters EASA AD 2026-0052R1 Fuse Cover Attachment of Circuit Breaker Panel - Modification

This AD is prompted by an occurrence reported to EASA of partial resistance experienced in the pedal movement. Further investigation indicated that this was caused by interference between the left pedal of the pedal block and the partially detached fuse cover of the circuit breaker panel.

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

To address this potential unsafe condition, Airbus Helicopters (AH) published an ASB as defined in this AD to provide instructions for the modification of the affected part.

EASA subsequently published the original issue of this AD to require modification of the affected part and to prohibit the installation of a pre-mod part.

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

It was also determined that the compliance time (CT) for the modification could be extended for AS 350 helicopters. Therefore AH updated the design of the modification for the AS 350 and published Issue 02 of ASB AS350-31-10-0002 to provide amended modification instructions and introduce an extended CT for the AS 350 helicopters.

For the reason described above this AD is revised to amend the definition of the ASB, now refers to ASB AS350-31-10-0002, issue 02 which introduces an extended CT for the modification of AS 350 helicopters. This AD also incorporates administrative and editorial amendments to improve the readability and to meet the latest standards for EASA ADs.

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

Airbus Helicopters Deutschland MBB-BK117 Series EASA AD 2026-0127 Main Rotor Swashplate - Inspection

This AD is prompted by an occurrence reported to EASA of finding excessive wear in the bearing bolts connecting the cardan ring and the control ring assembly during maintenance on a helicopter.

This condition, if not detected and corrected, could result in failure of the bolts and reduced helicopter control.

To address this potential unsafe condition, AH issued EASB MBB-BK117-62-32-0005, original issue, to provide instructions for repetitive inspections of the swashplate. EASA subsequently published AD 2025-0298-E to require repetitive inspections of the swashplate and, depending on findings, accomplishment of corrective actions.

Since that AD was issued, AH issued an EASB as defined in this AD, which introduces an extension of the compliance time for the repetitive inspection and provides more detailed inspection instructions.

For the reasons described above, EASA AD 2026-0127 supersedes 2025-0298-E to introduce an updated compliance time for the repetitive inspections and include more detailed inspection instructions.

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

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

Bell 505 Transport Canada AD CF-2026-20R1 Airworthiness Limitations – Life Limits

Since Transport Canada (TC) issued AD CF-2026-20, reports have been received by TC that the referenced issue number of Chapter 4 – ALS is unclear. AD CF-2026-20R1 clarifies the issue number of the Chapter 4 - ALS in the background information and the corrective actions sections. This AD maintains the requirements of superseded AD CF-2026-20.

Diamond DA 42 EASA AD 2026-0125R1 NLG Hydraulic Actuator Rod End – Inspection

This AD is prompted by occurrences reported to EASA of uncommanded rudder deflection.

The investigation determined that a crack in the affected part could result in failure of the NLG actuator and interference of the NLG hydraulic actuator with the rudder control system, forcing the rudder into left-hand deflection.

This condition, if not detected and corrected could result in restricted rudder travel in a Landing Gear (LG) retracted configuration with possible reduced aircraft control.

To address this potential unsafe condition, Diamond Aircraft Industries (DAI) issued MSB 42-154 / MSB 42NG-101 and Work Instruction (WI) WI-MSB 42-154 / WI-MSB 42NG-101 with repetitive inspection instructions of the affected part.

For the reasons described above, EASA issued AD 2026-0125-E to mandate repetitive inspections of the affected part, and, for certain aircraft prohibits intended go-around and touch and go, pending accomplishment of the initial inspection.

Since EASA issued AD 2026-0125-E it has been determined that the applicability of paragraph (1) in the AD was incorrect. This AD revised accordingly.

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

Pratt & Whitney PW210 Series Transport Canada AD CF-2026-35 Turbine Exhaust Frame (TEF) – Inspection

This AD is prompted by operator reports of finding circumferential cracks at the TEF external surface. Investigation revealed that the cracks originated from a wall of the TEF which was found under the minimum required thickness.

Subsequent crack initiation and growth were associated with thermal stress linked to engine starts. Failure of the TEF could result in loss of axial containment and subsequent release of parts and damage to the helicopter.

P&WC issued Alert Service Bulletin (ASB) PW210-72-A57186 to require an initial and repetitive general visual inspection (GVI) of the TEF.

To mitigate this unsafe condition, AD CF-2026-23 mandated compliance with the above-mentioned ASB requirements.

Recent lifing analysis performed by P&WC found that TEFs made from IN625 introduced by Service Bulletin (SB) PW210-72-57123 had less durability to this failure mode than the ones previously made of Waspaloy.

This AD, CF-2026-35 supersedes the requirements of AD CF-2026-23 and mandates the accomplishment of ASB PW210-72-A57186, Revision 3, dated 2 July 2026 to account for different inspection thresholds depending on TEF material.

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

Rotax Engines EASA AD 2026-0121-E Propeller Gearbox - Inspection

This AD is prompted by an occurrence reported to EASA where the oil spray nozzle and the M7 x 16 hexagon screws securing the propeller shaft bearing in the propeller gearbox were found missing on a recently manufactured engine.

Further investigation determined that these parts had not been installed during production, and the missing screws may allow axial displacement of the propeller shaft bearing during operation, which could cause the propeller shaft and the front bearing to move slightly into of the gearbox housing.

This condition, if not detected and corrected, could result in an in-flight loss of engine oil and/or an uncommanded engine shutdown and possible loss of aircraft control, although it is unlikely that the propeller shaft will pull out of the gearbox in flight.

To address this potential unsafe condition, BRP-Rotax issued BRP-Rotax ASB-2026-001 R00 original issue, dated 22 June 2026 to provide inspection instructions of the propeller gearbox.

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

These engines are known to be installed on various general aviation aircraft. Installation of these engines can be done by either the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note:

EASA AD 2026-0121-E is only applicable to type-certified Rotax engines manufactured under EASA TCDS numbers E.121 and E.122.

Ref. Publication:

BRP-Rotax ASB-2026-001 R00 original issue, dated 22 June 2026.

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

Rotax Engines UK CAA MPD 2026-003-E Propeller Gearbox - Inspection

This AD is prompted by an occurrence reported to EASA where the oil spray nozzle and the M7 x 16 hexagon screws securing the propeller shaft bearing in the propeller gearbox were found missing on a recently manufactured engine.

Further investigation determined that these parts had not been installed during production, and the missing screws may allow axial displacement of the propeller shaft bearing during operation, which could cause the propeller shaft and the front bearing to move slightly into of the gearbox housing.

This condition, if not detected and corrected, could result in an in-flight loss of engine oil and/or an uncommanded engine shutdown and possible loss of aircraft control, although it is unlikely that the propeller shaft will pull out of the gearbox in flight.

To address this potential unsafe condition, BRP-Rotax issued inspection instructions of the propeller gearbox.

For the reason described above, this MPD requires a one-time inspection of the propeller gearbox and, depending on findings, accomplishment of applicable corrective action(s).

The UK CAA MPD can be obtained from the UK CAA webpage at: [MPD 2026-003-E: Rotax 912, 912 i and 914 \(series\) engines: Engine – Propeller Gearbox – Inspection | UK Civil Aviation Authority](#)

Note:

UK CAA MPD 2026-003-E is only applicable to non type-certified Rotax engines.

The Alert Service Bulletin (ASB) for Type Certified engines:

BRP-Rotax Alert Service Bulletin (ASB) ASB-2026-001R00 (Initial issue, dated 22 June 2026).

The ASB for non-Type Certified engines:

ASB_A-2026-001R00 (Initial issue, dated 22 June 2026).

Note:

Although this MPD only covers non-type certified engines, further detail, instructions, and affected serial numbers are listed in the ASB for type certified engines.

Affected gearbox:

Propeller gearbox with a P/N as listed in Chapter 1.1 (applicability) of the ASB and with a S/N as listed in Chapter 2.1 or 2.2 (Appendix) of the ASB for non-Type Certified engines.

Affected engine(s):

Engines which have an affected gearbox installed as defined in this MPD.

Serviceable gearbox:

Any propeller gearbox, eligible for installation in accordance with BRP-Rotax instructions, which is not an affected gearbox.

Safran Helicopter Engines Arrius 1A Series EASA AD 2026-0128 Hydromechanical Measuring Unit – Replacement

EASA AD 2026-0128 with effective date 9 July 2026 is applicable to certain Arrius 1A engines, all S/N fitted with an affect Hydromechanical Metering Unit (HMU).

This AD is prompted by a finding during an acceptance test of one HMU. A drift in the measured fuel flow was noticed.

The investigation revealed that the drift was related to a torn constant delta P valve diaphragm of the HMU, and identified a batch of diaphragms possibly affected by a similar issue.

This condition, if not corrected, could result in an uncommanded in-flight engine shutdown which may result in a significant reduction of helicopter control.

To address this potential unsafe condition, Safran issued the MSB 319 73 0821 version A with instructions to replace the affected HMUs.

For the reason described above, this AD requires replacement of the affected HMUs, and prohibits their (re)installation.

The MSB:

Safran Mandatory Service Bulletin (MSB) 319 73 0821 version A.

Affected HMU:

Hydromechanical Metering Unit (HMU) with P/N 01648511170 and a S/N as identified in Appendix A of this AD, except those which, after the effective date of this AD, have been overhauled, or have had the constant delta P valve diaphragm replaced in accordance with the instructions of Safran Component Maintenance Manual X 73-21-11.

Affected engine:

An engine that has an affected HMU installed.

Serviceable HMU:

Any HMU, eligible for installation in accordance with Safran instructions that is not an affected HMU.

Safran Helicopter Engines Arrius 2B1, 2B2 and 2K1 Series EASA AD 2026-0131 EECU Software - Update & Preference Injector - Non-extinguishing Test

A review of the data collected by SAFRAN from in-service engines indicated that the preference injector may clog over time due to fuel coking, decreasing its permeability.

This condition, if not detected and corrected, and if combined with a significant reduction in the fuel flow during flight due pilot input, could result in an uncommanded engine shut down and reduced helicopter control.

To address this potential unsafe condition, SAFRAN introduced two design changes (TU 117 and TU 142). In combination, these two design changes reduce the clogging rate, but are not able to remove the potential unsafe condition.

SAFRAN subsequently issued MSB1 and MSB 319 73 2868 version A, providing instructions to accomplish a non-extinguishing test and replacement of the preference injector at intervals shorter than those published in the Engine Maintenance Manual (EMM).

In addition, SAFRAN developed modification (mod) TU 173 (only for engines installed on AHD EC135 T2, EC135 T2+, or EC635 T2+ helicopters) introducing an Electronic Engine Control Unit (EECU) software upgrade, which allows automatic accomplishment of the non-extinguishing test.

SAFRAN published the modification MSB1 providing instructions for mod TU 173 embodiment into in-service engines. Consequently, EASA issued AD 2024-0195 (later revised to amend Groups) requiring accomplishment of non-extinguishing tests and replacement of the preference injector at reduced intervals, and upgrade of the EECUs' software.

Since that AD was issued, SAFRAN developed mod TU 172, which upgrades EECU software allowing automatic accomplishment of the non-extinguishing test for engines installed on AHD EC135 T3 or EC635 T3 helicopters, and published the modification MSB2 providing instructions for that mod embodiment into in-service engines. Additionally, the non-extinguishing task as defined in the MSB1 has been introduced in the EMM chapter 05 10 for Group 2 and Group 4 engines, and its accomplishment is required by EASA AD 2026-0027.

For the reasons described above, EASA AD 2026-0131 partially retains the requirements in superseded EASA AD 2024-0195R1, and additionally requires modification of Group 3 engines.

Tecnam Aircraft EASA AD 2026-0124 Aileron Hinge / Cotter Pins – Inspection

EASA AD 2026-0124 with effective date 15 July 2026 is applicable to Tecnam P2006T aeroplanes, S/N 001 to 434 (inclusive) and S/N 442; and Tecnam P2006T NG aeroplanes, S/N 1001 to 1028 (inclusive), except S/N 1012, 1013, 1018, 1021, 1022, 1023, 1025, 1026 and 1027.

This AD is prompted by a occurrence reported to EASA of finding the left aileron on a Tecnam P2006T aeroplane partially detached. The initial investigation revealed that the hinge pin of the outboard hinge was missing, resulting in partial detachment of the aileron.

An investigation revealed that the hinge pin could have migrated out from the aileron hinge assembly, enough for the outboard aileron hinge halves to separate due to a missing (or broken) cotter pin, which, according to design, should be installed on the ends of the hinge pins to secure the position of the hinge pins. During further fleet inspections on two other aeroplanes, broken and incorrectly installed cotter pins were found, and cracks were discovered in some of the aileron hinges.

This condition, if not detected and corrected, could result in detachment of an aileron and possible loss of control of the aeroplane.

To address this potential unsafe condition, Tecnam issued a SB to provide inspection instructions for the aileron hinges and the installation of cotter pins.

For the reasons described above, this AD requires accomplishment of a one-time inspection of the affected parts, as defined in this AD, and, depending on findings, applicable corrective action(s).

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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 26-07

AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

23 July 2026

Schedule:	Date:		
AD Schedule Cover Page	23 JUL 26	Dominie)	31 AUG 17
AD Schedule Revision Status	23 JUL 26	De Havilland DH94 Series (Moth Minor)	22 FEB 18
List of New or Revised ADs	23 JUL 26	De Havilland DHC-1 Series (Chipmunk)	30 MAR 23
		De Havilland DHC-2 Series (Beaver)	28 AUG 25
		De Havilland DHC-3 Series (Otter)	29 JAN 26
Aeroplanes		Diamond DA 20 Series	31 JULY 25
Aeroplanes General - Large (Greater than 5700kg MCTOW)	27 JUL 23	Diamond DA 40 Series	23 JUL 26
Aeroplanes General - Small (Up to 5700kg MCTOW)	29 JUN 23	Diamond DA 42 Series	18 JAN 24
Aero Commander 100 Series	24 JUN 21	Diamond DA 62 Series	18 APR 19
Aerostar 600 and 601 Series	25 FEB 21	Douglas DC3C-S1C3G	27 SEP 07
Air Tractor AT-402, AT-502 & AT-504 Series	29 APR 21	Dornier Do 228 Series	30 AUG 07
Air Tractor AT-602	29 APR 21	Eagle X-TS & 150 Series	26 NOV 20
Airtourer Series (NZ Aerospace)	26 OCT 00	Embraer EMB-500	25 FEB 21
Alpha Aviation HR200 & R2000 Series	27 AUG 15	Embraer EMB-820 Series	31 JAN 13
American Champion 7 and 8 Series	26 JUL 18	Erco 415-D Series (Ercoupe)	1 OCT 20
Auster & Beagle Series	26 JUL 12	Extra EA 300 Series	25 JUNE 09
Aviat A-1 Series (Husky)	27 AUG 20	Fairchild SA227	25 MAY 23
BAC-167 Strikemaster	30 OCT 14	G-164 Ag-Cat Series	27 SEP 12
Beagle Aircraft B.121 Series 2	30 JUN 11	Gippsland GA200 Fatman	30 JAN 25
Beechcraft 17 Series	31 AUG 00	Gippsland GA8 Airvan	29 JUL 21
Beechcraft 18 Series	31 AUG 00	Grumman American AA-1 & AA-5 Series	25 NOV 94
Beechcraft 23 & 24 Series	31 AUG 00	Grumman G-44 Series	27 SEP 07
Beechcraft 33, 35 & 36 Series	19 DEC 19	Gulfstream Aerospace G-IV Series	28 FEB 19
Beechcraft 60 Series	22 FEB 01	Gulfstream Aerospace GA-7	26 SEP 13
Beechcraft 76 Series	29 APR 21	Harvard 2, 2A and 3 Series	27 OCT 16
Beechcraft 77 Series	28 AUG 08	Helio H-250 (Courier)	27 MAY 21
Beechcraft 90 Series	27 MAY 10	Jabiru Aeroplane Series	27 JULY 23
Beechcraft 58 & 95 Series	29 AUG 13	Kodiak 100	28 SEP 17
Beechcraft 99 Series	27 JUL 06	Lake LA-4, LA-4-200 & Model 250	30 JAN 25
Beechcraft 200 Series	30 OCT 25	Maule Series	18 JUN 24
Beechcraft 300LW	24 FEB 22	Miles M38 Messenger	28 JAN 21
Boeing-Stearman E75 & A75N1	28 AUG 08	Mitsubishi MU-2B-26A/ -60 Series	25 JUN 20
Bolkow BO 208 C Junior	18 DEC 25	Mitsubishi MU-2B-30 Series	23 FEB 23
Bolkow BO 209 Monsun	18 DEC 25	Mooney M20 Series	28 JUL 05
British Aerospace Dove (DH 104)	19 FEB 93	Moravan Zlin Z-50	28 JUL 05
British Aerospace Heron (DH 114)	19 FEB 93	Moravan Zlin Z-137T	23 FEB 17
Britten-Norman Islander BN2 Series	25 JUL 24	Nanchang CJ-6 Series	30 MAY 13
Cessna 120 Series	28 APR 22	North American P-51 Series	21 APR 11
Cessna 150/152 Series	29 SEP 11	Nomad N22 and N24 Series	29 APR 21
Cessna 170 Series	30 JUN 11	Pacific Aerospace CT/4 Series	29 SEP 22
Cessna 172 Series (includes R172)	29 OCT 20	Pacific Aerospace FBA-2C Series	28 JUL 16
Cessna 175 Series	28 JUL 16	Pacific Aerospace Fletcher FU24 Series	30 APR 20
Cessna 177 Series	23 FEB 23	Pacific Aerospace Cresco 08-600	29 AUG 19
Cessna 180 Series	26 NOV 20	Pacific Aerospace 750XL	26 JUL 07
Cessna 182 Series	27 NOV 25	Percival Proctor Mk1	24 FEB 00
Cessna 185 Series	26 NOV 20	Percival Proctor Mk5	18 DEC 25
Cessna 188 Series	27 AUG 20	Pilatus PC-6 Series	23 APR 26
Cessna 195 Series	28 NOV 13	Pilatus PC-12 Series	27 FEB 25
Cessna 206 Series	29 OCT 20	Piper J3 Series	27 FEB 25
Cessna 207 Series	29 OCT 20	Piper PA-14 Series	27 FEB 25
Cessna 208 Series	25 MAR 21	Piper PA-18 Series	27 FEB 25
Cessna 210 & 205 Series	23 FEB 23	Piper PA-20 Series	27 FEB 25
Cessna 303 Series	30 JUN 11	Piper PA-22 Series	27 JAN 22
Cessna 337 Series	27 JUL 17	Piper PA-23 Series	28 JUN 18
Cessna 310 & 320 Series	29 SEP 16	Piper PA-24 Series	30 JAN 25
Cessna 402 Series	31 MAY 18	Piper PA-25 Series	25 SEP 25
Cessna 404 Series	29 NOV 07	Piper PA-28 Series	28 JUN 18
Cessna 414 Series	24 FEB 00	Piper PA-30 Series	29 JUL 21
Cessna 421 Series	31 MAY 18	Piper PA-31 Series	28 JAN 21
Cessna 425 Series	27 APR 06	Piper PA-32 Series	30 MAY 24
Cessna 441 Series	27 MAR 14	Piper PA-34 Series	27 OCT 11
Cessna 500 Series	27 MAY 10	Piper PA-38 Series	17 DEC 15
Cessna 501 Series	24 SEP 15	Piper PA-39 Series	27 OCT 11
Cessna 510 Series	26 APR 18	Piper PA-42 Series	30 MAY 24
Cessna 525 Series	26 SEP 24	Piper PA-46 Series	21 DEC 23
Cessna 560 Series	27 MAY 10	Pitts S-1 & S-2 Series	26 SEP 19
Cirrus SR20 and SR22 Aircraft	19 DEC 24	PZL-M18 Dromander Series	25 SEP 03
De Havilland DH60 Series (Moth)	26 APR 18	PZL-104 Wilga 35 and 80	27 JUN 13
De Havilland DH80 Series (Puss Moth)	26 MAR 09	Reims F406 Series	31 JAN 19
De Havilland DH82 Series (Tiger Moth)	26 APR 18	Robin DR400 Series	18 JUN 24
De Havilland DH83 Series (Fox Moth)	26 APR 18	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
De Havilland DH89 Series (Dragon Rapide /	28 OCT10	Rallye, MS880 and MS890 Series	27 APR 23
		Socata TB9, TB10 and TB20 Series	31 JULY 25

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 26-07

AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

23 July 2026

Sud Aviation Gardan Horizon GY 80	18 DEC 08	Grob	25 JUN 26
Supermarine Spitfire	26 AUG 20	KR-03A Puchatek	26 July 18
Taylorcraft BC12-D	26 AUG 20	Lange E1 Antares	28 AUG 14
Tecnam Aircraft	23 JUL 26	LET Blanik L-13 Series	31 AUG 17
Thrush S2R Series	26 OCT 17	M&D Gliders JS-MD Series	25 NOV 21
Transavia PL-12 Series	29 JAN 26	MBB Phoebus Series	11 JUN 93
Twin Commander 500/600 Series	30 MAY 13	PW-5 Smyk	26 JUL 18
Univair Stinson 108 Series	22 FEB 18	PW-6U	26 JUL 18
Vulcanair P68B, P68C and P68C-TC	26 MAR 26	Schempp-Hirth Series	31 JULY 25
Yakovlev/Aerostar Series	27 OCT 16	Schleicher Series	28 JUL 22
Yeoman YA-1 Series	25 OCT 12	Schneider ES52/II Kookaburra	29 OCT 09
Amateur Built		Slingsby Series	22 FEB 18
Amateur Built Aircraft	30 MAY 24	Sportine Aviacija LAK-17 series	25 JUL 19
Ex-military & Vintage Factory		Start & Flug	28 AUG 98
Built Aircraft, not type certified		Stemme S10 Series	31 AUG 22
Ex-military and Vintage Factory Built Aircraft	29 JAN 26	SZD Series (Allstar PZL)	31 JAN 19
Microlight		Technoflug Series	26 APR 02
Microlight	26 FEB 26	Vliegtuigbouw NV Sagitta	11 JUN 93
Helicopters		Balloons	
Helicopter - General	25 SEP 25	Balloons	28 AUG 25
Agusta Bell AB212	30 MAY 24	Ultramagic Balloons	25 FEB 16
Airbus Helicopters SA 315 & SA 316	27 OCT 11	Engines	
Airbus Helicopters AS 350	23 JUL 26	Austro E4 Series	26 SEP 24
Airbus Helicopters AS 355	23 JUL 26	Engines General – Reciprocating Engines	29 JUNE 23
Airbus Helicopters EC 120	31 JUL 25	Blackburn Cirrus	27 JUN 02
Airbus Helicopters EC 130	23 JUL 26	Continental 6-285-C Series	28 MAY 20
Airbus Helicopters EC 155 and SA 365	25 JUN 26	Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Airbus Helicopters Deutschland BO 105	30 OCT 25	Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Airbus Helicopters Deutschland EC 135	4 JUN 26	Continental 240 Series & RR O-240-A Series	28 MAY 20
Airbus Helicopters Deutschland MBB-BK 117	23 JUL 26	Continental 300 Series	28 SEP 23
Bell/Kawasaki-Bell 47 Series	25 JUN 09	Continental 360 Series	28 SEP 23
Bell 205 Series	31 OCT 24	Continental 470 Series	28 SEP 23
Bell 206 Series and Agusta Bell AB206 Series	25 JUL 24	Continental 520 Series	28 SEP 23
Bell 212 Series	31 OCT 24	Continental 550 Series	28 SEP 23
Bell 214 Series	26 JUN 14	Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	23 APR 26
Bell 222 Series	28 JUL 22	De Havilland Gipsy	28 AUG 08
Bell 407 Series	27 NOV 25	Franklin	30 OCT 03
Bell 412 Series	31 OCT 24	GE Aviation Czech M601 Series (previously Walter Engines)	30 JAN 25
Bell 427 Series	27 NOV 25	General Electric T-58 Series	25 MAR 04
Bell 429 Series	26 FEB 26	Honeywell Int. LTS101 & T53 Series	30 JUN 22
Bell 505 Series	23 JUL 26	Honeywell International T5508D	26 JUL 12
Bell OH-58 Series	27 NOV 14	Honeywell International TFE731 Series	30 APR 09
Bell UH-1, TH-1 and HH-1 Series	31 OCT 24	Honeywell International TPE331 Series	29 NOV 18
Boeing Vertol 107-II	31 AUG 06	Jabiru 2200 & 3300	27 SEP 12
Brantly Aircraft B-2 Series	23 DEC 21	Kinner R-55 (R-540-1)	29 NOV 07
Enstrom F-28, 280 & 480 Series	27 SEP 18	Limbach Engines	29 JUL 10
Fairchild FH-1100 Series	30 NOV 06	Lycoming Engines - FAA TC E-223	26 MAR 26
Guimbal Cabri G2	25 JUN 26	Lycoming Engines - FAA TC E-229	26 MAR 26
Hiller UH-12C & UH-12E Series	28 AUG 25	Lycoming Engines - FAA TC 1E12	26 MAR 26
Kaman K-1200 Kmax	24 FEB 11	Lycoming Engines - FAA TC E-274	26 MAR 26
Kawasaki BK117 Series	30 OCT 25	Lycoming Engines - FAA TC 1E13	26 MAR 26
Leonardo A109 and AW109 Series	25 JUN 26	Lycoming Engines - FAA TC E-279	26 MAR 26
Leonardo A119 and AW119 Series	26 MAR 26	Lycoming Engines - FAA TC 1E10	26 MAR 26
Leonardo AW169	29 MAY 25	Lycoming Engines - FAA TC E-286	26 MAR 26
MD 369, Kawasaki/Hughes 369 & 500N	25 SEP 25	Lycoming Engines - FAA TC 1E1	26 MAR 26
MD 600N	25 SEP 25	Lycoming Engines - FAA TC E26EA	26 MAR 26
MD 900N	22 OCT 15	Lycoming Engines - FAA TC E16EA	26 MAR 26
Robinson R22 Series	31 OCT 24	Lycoming Engines - FAA TC E-275	28 FEB 19
Robinson R44 Series	19 JUNE 25	Lycoming Engines - FAA TC 1E4	26 MAR 26
Robinson R66 Series	29 FEB 24	Lycoming Engines - FAA TC 1E7	28 FEB 19
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18	Lycoming Engines - FAA TC E14EA	26 MAR 26
Sikorsky Aircraft S-55 Series	25 AUG 05	Lycoming Engines - FAA TC E-295	26 MAR 26
Sikorsky Aircraft S-76 Series	24 JUN 21	Lycoming Engines - FAA TC E-304	26 MAR 26
Gliders		Lycoming Engines - FAA TC 1E15	26 MAR 26
Gliders General	25 NOV 21	Lycoming Engines - FAA TC 108	27 AUG 15
DG Aviation -100 /-200 /-300 /-400 /-500 /-800 /-808 & /-1000 Series	29 JAN 26	Lycoming Engines - FAA TC E00004NY	26 MAR 26
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22	Lycoming Engines - FAA TC E00006NY	26 MAR 26
Diamond/Hoffmann H36 Dimona	30 JUN 11	Mikron III Series	28 JAN 16
Eiravion OY Pik 20 Series	11 JUN 93	Pratt & Whitney Piston Series	23 FEB 23
Elliots Eon 463 Series	29 AUG 97	Pratt & Whitney JT8D Series	27 OCT 95
Glasflugel and HPH Glasflugel	28 OCT 21	Pratt & Whitney JT15D Series	30 JUN 22

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 26-07

AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

23 July 2026

Pratt & Whitney PT6 Series	18 DEC 25
Pratt & Whitney PW206 and PW207 Series	30 AUG 12
Pratt & Whitney PW210 Series	23 JUL 26
Pratt & Whitney PW615 Series	25 FEB 10
Pratt & Whitney PW617F Series	26 NOV 20
Rolls-Royce 250 Series	26 MAY 22
Rolls-Royce Avon Series	28 JUN 18
Rolls-Royce Deutschland Tay	25 MAR 04
Rolls-Royce Merlin & Packard Merlin	28 MAY 20
Rolls-Royce Viper MK522	31 AUG 17
Rolls-Royce Viper MK535	30 OCT 14
Rotax Engines	23 JUL 26
Safran Helicopter Engines – Arriel 1 Series	27 MAR 25
Safran Helicopter Engines – Arriel 2 Series	24 APR 25
Safran Helicopter Engines – Arrius 1A Series	23 JUL 26
Safran Helicopter Engines – Arrius 2B1, 2B2 & 2K1 Series	23 JUL 26
Safran Helicopter Engines – Arrius 2F & 2R Series	25 SEP 25
Safran Helicopter Engines – Artouste III	27 OCT 16
Solo 2350 Series	26 MAY 22
Solo 2625 Series	26 MAR 20
Superior Air Parts Engines	17 DEC 20
Technify Motors (previously Thielert)	25 JAN 18
Vedeneyev M-14, Ivchenko AI-14 & Housai	18 APR 19
HS-6 Series	
Williams International FJ44 Series	31 OCT 24

Propellers & Prop Governors

Propellers General AD Supplements (NZCAR III A6-3)	JUL 54
(NZCAR III A6-4)	JUL 54
Dowty Rotol Series	29 AUG 13
DUC Hélices H-FLR2 (FLAIR-2) Series	28 JUN 18
Fairey-Reed Series AD Supplements (NZCAR III A6-2)	AUG 64
Hamilton Standard Series	29 SEP 16
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	23 APR 26
Avionics (previously Radio Communication & Navigation Equipment)	26 MAR 26
Brakes and Wheels	23 APR 26
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	26 FEB 26
Fuel System Equipment	20 JAN 95
Instruments and Automatic Pilots	25 JUL 24
Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 350 Series

23 July 2026

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

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

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

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

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

Contents

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

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

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

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

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

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 than next 300 hour inspection.**Effective Date:** 6 June 1980**DCA/AS350/11A Main Rotor Head Assembly - Inspection****Applicability:** All Model AS350**Requirement:** Check starflex attachment bolt torque, inspect and/or renew bolts as necessary, per Aerospatiale SB 05.04 Rev.1.
(DGAC AD 1980-184-015R1 refers).**Compliance:** At 600 hours TTIS and thereafter at intervals not exceeding 400 hours TIS.
Aircraft with 590 hours or more TIS shall be initially inspected within next 10 hours TIS unless already accomplished**Effective Date:** DCA/AS350/11 - 21 November 1980
DCA/AS350/11A - 18 March 1988

DCA/AS350/12 Main Rotor Drive - Inspection

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

DCA/AS350/13 Main Gear Box Oil - Inspection

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

DCA/AS350/14 Cargo-Swing Installation - Modification

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

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

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

DCA/AS350/16 Tail Rotor Installation - Inspection

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

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

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

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

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

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

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

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

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

Effective Date: 28 August 1998

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

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

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

Effective Date: 25 July 2024

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

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

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

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 11 February 1983.

DCA/AS350/25B Main Rotor Shaft - Inspection

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

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

Compliance:

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

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

DCA/AS350/26 Emergency Flotation System - Modification

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

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

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

Effective Date: 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

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

DCA/AS350/28 Oil and Fuel Filters - Inspection

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

DCA/AS350/29 Raised Skid Landing Gear - Modification

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

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

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

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

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

DCA/AS350/32 Fuel Filter - Inspection

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

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

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

DCA/AS350/34 Sliding Doors - Modification

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

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

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

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

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

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

- Effective Date:** 27 August 2009

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

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

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

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

DCA/AS350/40 Hydraulic Reservoir - Modification

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

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

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

DCA/AS350/42 Engine Fire Detection System - Modification

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

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

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

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

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

DCA/AS350/45 MGB Oil Pressure Switch - Removal

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

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

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

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

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

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

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

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

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

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

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

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

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

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

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

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

(DGAC AD 1998-511-074 refers)

Compliance:

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

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

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

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

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

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

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

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

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

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

DCA/AS350/53 NR Indicator Lighting - Modification

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

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

Compliance: By 24 May 2000

Effective Date: 24 February 2000

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

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

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

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

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

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

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

Compliance:

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

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

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

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

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

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

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

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

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

Effective Date: 27 July 2000

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

Applicability: AS 350B3 helicopters equipped with forward fairing P/N 350A.23.0032.09 pre Mod 073097.
AS 350B3 helicopters equipped with forward fairing P/N 350A23.1075.00 post Mod 073097.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Replacement Fairing P/N 350A23.0032.09

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

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

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

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

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

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

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

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

Compliance: (a) AS 350 B3 version:

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

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

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

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

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

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

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

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

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

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

(c) Transfer of bearings between AS 350 versions:

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

Effective Date: 15 March 2001

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

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

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

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

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

(DGAC 2001-319-083 refers)

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

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

Effective Date: 27 June 2019

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

Effective Date: 30 October 2003

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

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

DCA/AS350/64 Engine Control Switch – Inspection

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

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

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

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

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

(DGAC AD 2002-281-091 refers)

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

(DGAC AD 2002-314-069 refers)

Compliance:

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

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

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

(FAA AD 2002-04-07 refers)

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

DCA/AS350/71 Cyclic Friction Cup - Inspection

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

DCA/AS350/72 Dynamic Components – Life Correction

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

DCA/AS350/73A Battery Lug - Inspection

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

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

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

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

Note: Servo controls with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servocontrols are exempt from the actions of this AD.
(DGAC AD F-2003-099 refers)

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

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

Effective Date: 30 October 2003

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

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

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

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

(DGAC AD F-2003-322R1 refers)

Compliance:

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

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

DCA/AS350/76 Collective Lever Lock – Inspection

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

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

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

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

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

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

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

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

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

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

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

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

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

(DGAC AD F-2004-035 refers)

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

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

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

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

(DGAC AD F-2005-042 refers)

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

Effective Date: 22 April 2004

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

Effective Date: 12 December 2008

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

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

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

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

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

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

Compliance:

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

Effective Date: 28 April 2005

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

Effective Date: 28 September 2006

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

Effective Date: 29 September 2005

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

Effective Date: 28 September 2006

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

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

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

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

Compliance:

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

Effective Date: 1 December 2005

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

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

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

Compliance:

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

Effective Date: 7 March 2006

DCA/AS350/90 Cancelled – DCA/AS350/109 refers**Effective Date:** 28 August 2008**DCA/AS350/91 Cancelled – DCA/AS350/109 refers****Effective Date:** 28 August 2008**DCA/AS350/92 Cancelled – DCA/AS350/126 refers****Effective Date:** 26 January 2012**DCA/AS350/93 Twist Grip Solenoid – Inspection, Operation and Replacement****Applicability:** All AS 350 B3 aircraft with twist grips MOD 073084 embodied and solenoid MOD 073222 not embodied.**Note:** This AD is not applicable to aircraft fitted with the Arriel 2B1 engines and with modification 073261 embodied.**Requirement:** To prevent twist grip seizure and loss of the emergency governing function due to prolonged use of the emergency governing function, causing overheating of the solenoid and seizure of the twist grip locking pin, accomplish the following:

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

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

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

(EASA AD 2006-0183-E refers)

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

Effective Date: 11 July 2006**DCA/AS350/94 Cancelled – DCA/AS350/103 refers****Effective Date:** 18 May 2007**DCA/AS350/95 Cancelled - DCA/EMY/27 refers****Effective Date:** 30 November 2006

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

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

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

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

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

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

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

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

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

Compliance:

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

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

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

Effective Date: 27 September 2007

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

Effective Date: 4 June 2026

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

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

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

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

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

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

(EASA AD 2006-0363-E refers)

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

Compliance: Before further flight.

Effective Date: 7 December 2006

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

Applicability: Model AS 350 aircraft, all S/N

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

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

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

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

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 67.00.40.
2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 350 ASB No. 67.00.40.

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

(EASA AD 2007-0099 refers)

Compliance:

1. By 31 July 2007.
2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance:

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0139-E refers)

Compliance:

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

Effective Date: 18 May 2007

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

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

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

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

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

- Requirement:** To prevent the distributor slide valve jamming on its sleeve due to the possibility of excessive play in the servo control input lever bearing which could result in reduced rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 01.00.58 revision 1. If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

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

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

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

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

Effective Date: 24 May 2007

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

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

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

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

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

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

2. Modify sliding doors, per paragraph 2.B in AS 350 ASB No. 52.00.30.
3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.30 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 350 ASB No. 52.00.30.
4. Rail roller pins P/N 350A25-1275-20 and cast roller support fittings P/N 350A25-1270-20 and P/N 350A25-1270-22 shall not be fitted to any aircraft.

(EASA AD 2007-0236 refers)

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

Effective Date: 27 September 2007

DCA/AS350/107 Collective Lever Recess - Modification

- Applicability:** Model AS 350 B, AS 350 B1 and AS 350 D aircraft not embodied with MOD 071995.
- Requirement:** To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:
1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.16 revision 2.
 2. Covers P/N 350A27-1385-20 shall not be fitted to any aircraft.
(EASA AD 2007-0289 refers)
- Compliance:**
1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.
 2. From 29 November 2007.
- Effective Date:** 29 November 2007

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

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

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

Effective Date: 23 February 2009

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

- Applicability:** Model AS350 BA aircraft, all S/N fitted with emergency flotation gear including LH container assembly P/N 158170 or 158210-1 and RH container assembly P/N 158171 or 158215-1 for which a non-recurring service life extension has not been granted by Aerazur.
- Requirement:** To prevent an emergency flotation gear container from remaining in service beyond the safe operating service life limit, accomplish the following:
1. Replace container assemblies per Eurocopter ASB No. 25.01.02 revision 0 dated 24 September 2008 or later approved revisions.
 2. A container assembly manufactured 10 years or more ago shall not be fitted to any aircraft unless the emergency flotation gear is returned to the equipment manufacturer for examination and the issue of a non-recurring service life extension.

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

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

(EASA AD 2008-0189 refers)

- Compliance:**
1. For container assemblies that were manufactured 12 or more years ago:
By 30 November 2008, and
For container assemblies that were manufactured between 10 and 12 years:
By 30 December 2008 or 145 months (12 years and 1 month) since the container date of manufacture, whichever occurs sooner, and
For container assemblies that were manufactured between 9 and 10 years:
By 122 months (10 years and 2 months) since the container date of manufacture, and
For container assemblies that were manufactured less than 9 years ago:
By 120 months (10 years) since the equipment date of manufacture, and
Thereafter at intervals not to exceed 10 years.
 2. From 30 October 2008
 3. From 30 October 2008

Effective Date: 30 October 2008

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

Effective Date: 26 February 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance:

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

Effective Date: 12 December 2008

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

Effective Date: 4 March 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

4. For all AS 350 B3 helicopters:

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

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

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

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

(EASA AD 2009-0030 refers)

Compliance:

1. By 15 April 2009.
2. Within the next 15 hours TIS unless already accomplished.
3. For aircraft with more than 100 hours TIS since the last inspection:

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

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

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

4. By 15 April 2009 unless previously accomplished.
5. From 23 February 2009.

Effective Date: 23 February 2009

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

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

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

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

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

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

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

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

1. For aircraft embodied with modification 073237:

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

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

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

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

2. For aircraft not embodied with modification 073237:

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

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

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

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

(EASA AD 2009-0019 refers)

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0027 refers)

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

Effective Date: 4 March 2009

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

Effective Date: 25 March 2013

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

Effective Date: 31 October 2013

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

Effective Date: 9 March 2011

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

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

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

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

1. Visual Inspection:

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

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

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

2. No cracks found:

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

3. New Inspection Requirement:

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

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

4. Rework Requirement:

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

- Note 2:** The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
- Note 3:** The installation of a reworked lever (marked with an 'X') is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.
- Note 4:** The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.
(Corrected EASA AD 2011-0038-E refers)
- Compliance:**
1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.
 2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS350/119).
 3. Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.
 4. From 30 April 2010 (the effective date of DCA/AS350/119).

Effective Date: 9 March 2011

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

- Applicability:** Model AS 350 B, BA, BB, D, B1, B2 and B3 helicopters, all S/N fitted with a single hydraulic power system and forward (pitch) servo-control hydraulic hoses P/N 704A34-412-033 (or MP/N 675-102-05-01) and P/N 704A34-412-035 (or MP/N 675-102-06-01).
- Requirement:** To prevent an inflight main gearbox compartment fire due to possible hydraulic fluid leaks from the forward hydraulic servo control hoses which could result in loss of main rotor and aircraft control, accomplish the following:
1. Install protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 on hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 as applicable, per the instructions in paragraph 2.B.2 of Alert Service Bulletin (ASB) No. 29.00.13 revision 0, dated 26 July 2010 or later EASA approved revisions.
 2. Hydraulic hoses P/N 704A34-412-033 and P/N 704A34-412-035 may not be fitted to any helicopter without protection sleeves P/N 706A34-402-225 and P/N 706A34-402-224 as applicable, per the instructions in paragraph 2.B.2 of ASB No. 29.00.13.
- Note:** Modification 074238 has been introduced on new helicopters at production. This modification satisfies requirement 1 of this AD.
(EASA AD 2011-0033 refers)
- Compliance:**
1. By 30 April 2011.
 2. From 31 March 2011.

Effective Date: 31 March 2011

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

Effective Date: 4 March 2022

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

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

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

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

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

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

(EASA AD 2011-0104 refers)

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

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

TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

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

Effective Date: 28 February 2017

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

Effective Date: 11 December 2013

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

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

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

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

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

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

Effective Date: 1 March 2012

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

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

2012-0205 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.

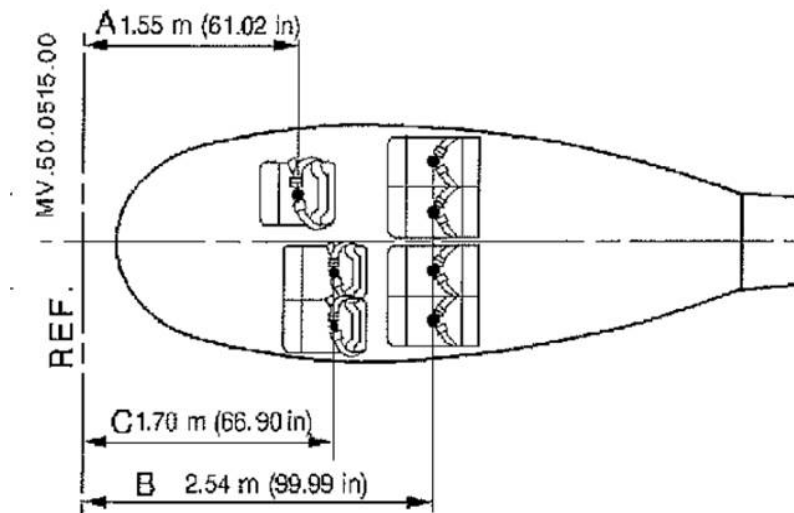


Figure: Airbus Helicopters recommended CG position of forward two-place seat

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

AS 350 B2 helicopters, all S/N

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

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

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

Effective Date: 19 January 2018

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

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

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

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

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

Effective Date: 4 October 2018

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

Effective Date: 26 September 2019

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

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

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

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

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

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

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

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

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

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

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

2019-0184 Main Rotor Servo Actuators – Inspection

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

Effective Date: 29 August 2019

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

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

Effective Date: 26 September 2019

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

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

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

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

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

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

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

Effective Date: 3 December 2019

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

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

Effective Date: 28 February 2020

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

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

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

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

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

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

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

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

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

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

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

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

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

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

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

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

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

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

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

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

Effective Date: 2 February 2021

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

2023-0044 Main Gearbox Planet Gear - Inspection

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

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

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

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

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

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

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

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

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

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

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

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

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

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

2024-0018 Indicating / Recording Systems Control Unit – Inspection**Applicability:** AS 350 B2 and AS 350 B3 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0133R1 Cancelled – EASA AD 2026-0102 refers****Effective Date:** 9 June 2026**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 Cancelled – EASA AD 2026-0101 refers****Effective Date:** 9 June 2026**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

2026-0021 MGB to Fuselage Mounts and Attachment - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, helicopters, all S/N delivered before 01 January 2026 (date of the EASA Form 52, or equivalent statement of conformity).

Effective Date: 26 February 2026

*** 2026-0052R1 Fuse Cover Attachment of Circuit Breaker Panel - Modification**

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N embodied with modification (mod) 073273 and mod 073274, except those helicopters which are embodied with mod 074280.

Effective Date: EASA AD 2026-0052 - 26 March 2026
EASA AD 2026-0052R1 - 23 July 2026

2026-0089 Starter Generator Limitation Label - Installation

Applicability: AS 350 B3 helicopters, all S/N fitted with a starter generator P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configurations:

Equipped with a SAFRAN (formerly Turboméca) ARRIEL 2D engine;

Airbus Helicopters modification (mod) 073345 is embodied;

Airbus Helicopters mod 073354 is embodied.

Effective Date: 4 June 2026

2026-0101 Airworthiness Limitations Section - Amendment

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

Effective Date: 9 June 2026

2026-0102 Airworthiness Limitations Section - Amendment

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

Effective Date: 9 June 2026

2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection

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

Effective Date: 25 June 2026

*** 2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection**

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

Effective Date: 23 July 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 355 Series

23 July 2026

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters AS 355 series manufactured under Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
AS 355 F1	EASA R.146 (formerly DGAC 168)
AS 355 F2	EASA R.146 (formerly DGAC 168)
AS 355 N	EASA R.146 (formerly DGAC 168)
AS 355 NP	EASA R.146 (formerly DGAC 168)

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

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

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

Links to other NAA websites are available on the CAA website at:

[Links to state of design airworthiness directives | aviation.govt.nz](#)

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/AS355/1	Fatigue Critical Components - Retirement	5
DCA/AS355/2	Tail Rotor Blades - Inspection	5
DCA/AS355/3C	Cancelled – EASA AD 2015-0195 refers	5
DCA/AS355/4	Upper Fin Attachment - Inspection.....	5
DCA/AS355/5	Main Gear Box Filter - Inspection.....	5
DCA/AS355/6	Horizontal Stabilizer - Inspection.....	5
DCA/AS355/7	Main Gear Box, Epicyclic Gear Cages - Retirement	6
DCA/AS355/8D	Cancelled – EASA AD 2024-0134 refers	6
DCA/AS355/9	Main Gear Box, Bevel Ring Gear Assembly - Inspection	6
DCA/AS355/10	Main Rotor Mast - Inspection	7
DCA/AS355/11	Raised Skid Landing Gear - Modification	7
DCA/AS355/12C	Main Rotor Head, Main Gear Box and Landing Gear – Inspection	7
DCA/AS355/13	Hydraulic System - Modification	8
DCA/AS355/14	MGB Suspension Bars - Inspection	8
DCA/AS355/15	Main Rotor Sleeve Beams - Inspection	8
DCA/AS355/16	Sliding Doors - Modification	8
DCA/AS355/17B	Main Rotor, Rotating Swash Plate - Inspection	9
DCA/AS355/18	MGB Oil Cooler Fan Assembly - Inspection	9
DCA/AS355/19	Tail Rotor Pitch Control Lever Expansion Pin - Inspection.....	9
DCA/AS355/20	Emergency Location Transmitter (ELT) Antenna - Modification	9
DCA/AS355/21A	Pitch Change Lever Bushes - Inspection	10
DCA/AS355/22	Main Rotor Mast Assembly - Inspection.....	10
DCA/AS355/23A	Sliding Windows - Inspection	10
DCA/AS355/24	Main and Tail Rotor Servo Controls - Inspection.....	10
DCA/AS355/25	MGB Oil Pressure Switch - Removal	11
DCA/AS355/26	Cyclic Pitch Change Control Rod - Inspection	11
DCA/AS355/27A	Main Rotor Shaft Oil Jet – Inspection.....	11

DCA/AS355/28	MGB Suspension Bi-directional Cross Beam - Inspection	12
DCA/AS355/29	Tail Boom Attachment Screws - Replacement.....	12
DCA/AS355/30B	Tail Rotor Hub Pitch Change Plate Bearings - Inspection.....	13
DCA/AS355/31	Flight Manual - Revision.....	13
DCA/AS355/32	Single Pole Circuit Breakers – Inspection	14
DCA/AS355/33	Cancelled – EASA AD F-2000-223-059R1 refers	14
DCA/AS355/34	Ferry Fuel Tanks - Electrical Bonding	14
DCA/AS355/35B	Use of the Landing Light – AFM Revision	15
DCA/AS355/36	Tail Rotor Hub Pitch Change Plate Bearings - Replacement.....	15
DCA/AS355/37	Cancelled – DCA/AS355/83 refers.....	16
DCA/AS355/38A	Starflex Bush – Inspection	16
DCA/AS355/39	Cancelled - DCA/AS355/48 refers.....	16
DCA/AS355/40	Cancelled - DCA/AS355/67 refers.....	16
DCA/AS355/41	HSI - Inspection	16
DCA/AS355/42	Hawker Pacific TRW-SAMM Main Servocontrols - Replacement	17
DCA/AS355/43	Tail Servocontrol – Locking of Eye End Fitting.....	17
DCA/AS355/44A	Cancelled – DCA/AS355/60 refers.....	17
DCA/AS355/45	Cancelled – EASA AD 2019-0228 refers	17
DCA/AS355/46	Cyclic Friction Cup - Inspection.....	18
DCA/AS355/47	Dynamic Components – Life Correction.....	18
DCA/AS355/48	TRW-SAMM Servo Controls - Replacement.....	19
DCA/AS355/49A	Flight Control Stops – Inspection	20
DCA/AS355/50B	Newly Overhauled or Repaired Main Gearboxes - Removal from Service.....	20
DCA/AS355/51	Rear Fuselage - Inspection	20
DCA/AS355/52A	Cancelled – DCA/AS355/65 refers.....	21
DCA/AS355/53	Hydraulic System Cut-off - Modification	21
DCA/AS355/54	Cancelled - DCA/AS355/70 refers.....	21
DCA/AS355/55	Tail Rotor Blade Trailing Edge Tab – Inspection.....	21
DCA/AS355/56B	Cancelled - DCA/AS355/71 refers.....	22
DCA/AS355/57	Cancelled – DCA/AS355/66 refers.....	22
DCA/AS355/58	Cancelled - DCA/AS355/68 refers.....	22
DCA/AS355/59	Breeze Eastern 450-lb Electric Hoist - Inspection	22
DCA/AS355/60	Cancelled – DCA/AS355/73 refers.....	22
DCA/AS355/61	Main Servo Controls – Inspection	22
DCA/AS355/62	Cancelled – DCA/AS355/63 refers.....	23
DCA/AS355/63	Cancelled – DCA/AS355/84 refers.....	23
DCA/AS355/64A	Cancelled – DCA/AS355/84 refers.....	23
DCA/AS355/65	Tail Rotor Control Cable - Replacement	23
DCA/AS355/66	Tail Rotor Drive Shaft – Inspection.....	24
DCA/AS355/67	Cancelled - DCA/AS355/77 refers.....	24
DCA/AS355/68B	Cancelled – DCA/AS355/81 refers.....	24
DCA/AS355/69	Cancelled – DCA/AS355/96 refers.....	24
DCA/AS355/70	Sliding Door Rollers and Rails – Inspection	24
DCA/AS355/71	RH Cabin Vibration Damper and Blade Assy – Inspection.....	25
DCA/AS355/72	Starter Generator – Load Limitation	25
DCA/AS355/73	Cancelled – DCA/AS355/80 refers.....	25
DCA/AS355/74	Main & Tail Rotor Servo Controls – Inspection	26
DCA/AS355/75	Engine Automatic Relighting System – Installation	26
DCA/AS355/76	Load Compensator Lever – Inspection	27
DCA/AS355/77A	Cancelled – DCA/AS355/86 refers.....	27
DCA/AS355/78	Cabin Floor Cross Member – Inspection.....	27
DCA/AS355/79	Main & Tail Rotor Servo Controls – Inspection	28
DCA/AS355/80	Cancelled – EASA AD 2007-0209R1 refers.....	29
DCA/AS355/81	Sliding Door Rear Fitting and Support Shaft – Inspection	29

DCA/AS355/82	Collective Lever Recess - Modification	29
DCA/AS355/83	Rear Bench Seat Cushions – Removal.....	30
DCA/AS355/84	Cancelled – DCA/AS355/85 refers.....	30
DCA/AS355/85	Fin Attach Fittings – Inspection	30
DCA/AS355/86	Tail Rotor Blade Skin – Inspection	31
DCA/AS355/87	Cancelled – EASA AD 2010-0006 refers	32
DCA/AS355/88A	Engine and MGB Cowling Locking – Modification.....	32
DCA/AS355/89	Cancelled – DCA/AS355/90 refers.....	33
DCA/AS355/90	Tail Gearbox Control Lever – Inspection.....	33
DCA/AS355/91	EASA AD 2011-0072 Cancelled by EASA on 4 March 2022	34
DCA/AS355/92	Tail Gearbox Casing Assembly – Inspection.....	34
DCA/AS355/93	Cancelled – EASA AD 2011-0164R1	34
DCA/AS355/94	Cancelled – EASA AD 2015-0181 refers	35
DCA/AS355/95	Cancelled – EASA AD 2013-0281 refers	35
DCA/AS355/96	Starter Generator – Inspection.....	35
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
2012-0205	Sliding Door Lower Ball-joint – Modification	36
2012-0257-E	Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled	36
2013-0095-E	Main/Tail Rotor Servo-Control Bearings – Inspection	36
2013-0130	Cancelled – EASA AD 2021-0193 Refers	36
2013-0133-CN	Cancelled – Purpose fulfilled.....	36
2013-0205	Cancelled – EASA AD 2015-0202 refers	36
DGAC AD F-2000-223-059R1	Tail Rotor Pitch Change Rotating Plates – Inspection	36
2010-0006	Cancelled by EASA on 3 September 2021	36
2013-0281R1	Position Strobe Light – Inspection.....	37
2014-0076R3	Cancelled – EASA AD 2022-0051 refers	37
2014-0132R1	Rotating Star Swashplate – Inspection	37
2014-0135-E	Cabin Ventilation Air Scoop - Inspection.....	37
2015-0094	Cancelled by EASA on 3 September 2021	37
DGAC AD 1991-164-042	Electric Hoist Bonding – Inspection	37
2015-0122-E	Engine “Chip” Warning Emergency Procedure – AFM Amendment.....	37
2015-0143-E	Tail Rotor Blades – Inspection	37
2007-0209R1	Main Gearbox Lubrication Pump – Inspection	38
2015-0181	Engine Fire Extinguisher System – Modification	38
2015-0195	Tail Rotor Drive Shaft Bearings – Inspection	38
2015-0202	Cancelled – EASA AD 2016-0109 refers	38
DCA/AS355/97C	Forward Two-place Seat – Operating Limitations	38
2016-0021	Main Gearbox Bottom Casing – Inspection.....	41
2016-0022	Main Gearbox Casings – Inspection	41
2016-0109R1	Fueltron Flowmeter – Inspection	41
2017-0020R1	Tail Rotor Pitch Rod – Inspection.....	41
2011-0164R3	Tail Rotor Control Stop Screws – Inspection.....	41
2017-0032	Cancelled by EASA on 11 August 2021.....	41
2017-0089R1	Main Rotor Mast Upper Bearing - Inspection	42
2017-0114	Cancelled - EASA AD 2020-0186 refers	42
2017-0159	Fan Assembly - Inspection.....	42
Transport Canada AD CF-2017-37	Restriction of Directional Control Pedal Movement.....	42
DCA/AS355/98A	Cargo Swing Modification OAL114.355 – Inspection	42
2018-0152	Cancelled – EASA AD 2022-0128 refers	43
2018-0206	Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection.....	43
2018-0287	Cancelled – EASA AD 2019-0060 refers	43
DCA/AS355/99	HETS STC 11/21E/34 – Removal from Service.....	43

Transport Canada CF-2019-01	HETS STC SH98-35	43
2019-0060	Tail Rotor Gearbox Actuating Rod – Inspection	43
2019-0184	Main Rotor Servo Actuators – Inspection	44
2019-0228	Electric Hoist Installation – Inspection	44
FAA AD 2020-02-23	Emergency Float System STC SR00645LA – Inspection	44
2020-0064	Emergency Flotation System – Inspection	44
2020-0175	Cancelled by EASA on 13 September 2021	44
2020-0186	Cancelled – EASA AD 2021-0099 refers	44
2020-0217-E	Cancelled – EASA AD 2021-0023 refers	44
2020-0224R1	Tail Rotor Blades – Inspection	44
2020-0266	N2 Speed Avoidance Limitation – Placard and AFM Amendment	44
2021-0023	Cyclic Stick Grip UP / Down Hoist Control Switch – Modification	45
2021-0027R1	Collective Controls – Modification	45
2021-0048	Cancelled – EASA AD 2023-0064 refers	45
2021-0099	Cancelled – EASA AD 2023-0075 refers	45
2021-0193	Cancelled – EASA AD 2024-0134 refers	45
2021-0265	Cowlings - Inspection	45
2021-0282R1 (Correction)	Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection	45
2022-0051	(Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection	45
2022-0069	Cancelled – EASA AD 2022-0180 refers	45
2022-0077-E	Flight Control Flexball Cables - Replacement	45
2022-0128	Main Gearbox Bracket Bolts - Inspection	46
2022-0180	Tail Rotor Drive Fan Assembly - Inspection	46
2022-0220	Main Rotor Flight Controls / Shear-button Safety Cap – Inspection	46
2022-0246	Main Rotor Blades - Inspection	46
2023-0044	Main Gearbox Planet Gear - Inspection	46
2023-0064	Main Rotor Pitch Rod Upper Links - Inspection	46
2023-0075	Cancelled – EASA AD 2023-0089 refers	46
2023-0089	Cancelled – EASA AD 2024-0139 refers	46
2023-0131	Sliding Doors - Inspection	46
2023-0154R1	Vertical Upper Fin Assembly - Inspection	46
2024-0127	Tail Rotor Drive Fan Wheel and 2 nd Stage Impeller - Inspection	47
2024-0134	Cancelled – EASA AD 2026-0103 refers	47
2024-0139	Vertical Fin - Inspection	47
2025-0025	Emergency Release Control of Cargo Swing Installation – Inspection	47
2025-0052	Fan Support Legs – Inspection	47
2025-0159	Sliding Door Placards - Installation	47
2025-0287	Fuel Draining System - Inspection	47
2026-0103	Airworthiness Limitations Section - Amendment	47
* 2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	47

DCA/AS355/1 Fatigue Critical Components - Retirement

Applicability: All model AS355 E, F, F1 and F2.

Requirement: All service life limited components must be retired from service not later than the times shown in the AS355E, F, F1 and F2 Master Servicing Recommendations, Section 5.99 (Issue 1, Rev.14) for AS355E, (Issue 1, Rev.15) for AS355F, and (Issue 1, Rev.5) for AS355 F2.

Effective Date: 18 March 1988

DCA/AS355/2 Tail Rotor Blades - Inspection

Applicability: All models AS355, with tail rotor blades P/N 350A.12.0030.00 to .05

Requirement: Inspect blade stainless steel leading edge protection for bond separation per Aerospatiale Workcard AS355 No.64.10.00.601.
(BV AD F-1982-025-004 refers).

Compliance: Prior to blade installation and thereafter at intervals not exceeding 10 hours TIS until accumulation of 100 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/3C Cancelled – EASA AD 2015-0195 refers

Effective Date: 7 October 2015.

DCA/AS355/4 Upper Fin Attachment - Inspection

Applicability: All models AS355, not incorporating mod. 350A07.1047 (SB 55.02).

Requirement: Inspect per Aerospatiale SB 05.03. Renew cracked fittings before further flight.
(BV AD F-1982-099-006 refers).

Compliance: At intervals not exceeding 10 hours TIS until modified per SB 55.02.

Effective Date: 18 March 1988

DCA/AS355/5 Main Gear Box Filter - Inspection

Applicability: All models AS355, with main gear box fitted with a TEDECO magnetic plug P/N B4439 and electrical indication (SB 63.02) not incorporating mod. 350A.07.1211 (SB 63.02 Rev.1).

Requirement: Inspect per Aerospatiale SB 05.07.
(BV AD F-1982-180-009 refers).

Compliance: At intervals not exceeding 100 hours TIS until modified per SB 63.02 Rev.1.

Effective Date: 18 March 1988.

DCA/AS355/6 Horizontal Stabilizer - Inspection

Applicability: All models AS355, with horizontal stabilizer P/N 355A.13.0520.01.01.

Requirement: A. Inspect per Aerospatiale SB 05.10A paras 1 and 2.
B. Retire horizontal stabilizer from service per Aerospatiale SB 01.10.
(BV AD F-1983-115-015 and F-1984-17-21 refers).

Compliance: A. Inspections - At intervals not exceeding 10 hours and 300 hours TIS respectively.
B. Retirement - At 700 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/7 Main Gear Box, Epicyclic Gear Cages - Retirement

- Applicability:** All models AS355, with planet pinion cages P/N's 350A.32.3147.20 and 350A.32.1081.20 or .21.
- Requirement:** Retire affected pinion cages from service per Aerospatiale SB 01.07 Rev.2.
(DGAC AD F-1983-166-018 refers)
- Compliance:** P/N 350A.32.3147.20 - At 160 hours TTIS.
P/N 350A.32.1081.20 and .21 - At 300 hours TTIS.
- Effective Date:** 18 March 1988

DCA/AS355/8D Cancelled – EASA AD 2024-0134 refers

Effective Date: 25 July 2024

DCA/AS355/9 Main Gear Box, Bevel Ring Gear Assembly - Inspection

- Applicability:** All models AS355, with gear assemblies P/N 355A.32.0600.00 and 01 not incorporating mods. AMS07.7082, AMS07.7083 or AMS07.7098.
- Requirement:** Visually inspect per Aerospatiale SB 05.05 Rev.1 para 1C(1) and check screw torque per para 1C(2). Correct defective screw installations before further flight.
(BV AD F-1985-069-024 refers).
- Compliance:** Visual inspection - At intervals not exceeding 50 hours TIS until torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.
Torque check - Within next 300 hours TIS, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/10 Main Rotor Mast - Inspection

- Applicability:** All models AS355, with main rotor masts P/N 350A37.1076.04, .05 or .06.
- Requirement:** Inspect per Aerospatiale SB 05.08 Rev.2. Renew defective parts before further flight. (BV AD 83-31-11(B) refers).
- Compliance:**
1. At 300 hours TTIS, or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 300 hours TIS.
 2. Before further flight following severe rotor tracking anomalies.
- Effective Date:** 18 March 1988

DCA/AS355/11 Raised Skid Landing Gear - Modification

- Applicability:** All models AS355, with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755.
- Requirement:** To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.04A. (BV AD F-1986-032-027 refers).
- Compliance:** Within next 10 hours TIS, unless already accomplished, or prior to flotation gear installation.
- Effective Date:** 18 March 1988

DCA/AS355/12C Main Rotor Head, Main Gear Box and Landing Gear – Inspection

- Applicability:** All model AS355E, AS355F, AS355F1 and AS355F2 helicopters.
- Note:** The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.14A can be obtained from the Eurocopter T.I.P.I. web site under AS 355 ASB 01.00.14
- Requirement:** To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:
1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.14A or later approved revisions. Rework or renew defective parts before further flight.
 2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.14A. Rework or renew defective parts before further flight.
- (BV AD 1986-126-029 refers)
- Compliance:**
1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).
 2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.
- Effective Date:** DCA/AS355/12A - 25 May 1990
DCA/AS355/12B - 2 July 1999
DCA/AS355/12C - 30 September 2010

DCA/AS355/13 Hydraulic System - Modification

- Applicability:** All models AS355, not incorporating mod. AMS 350A07-1765.
- Requirement:** To prevent possible over pressure of hydraulic system, modify per Aerospatiale SB 29.01 Rev.1
(BV AD F-1986-150-030 refers).
- Compliance:** Within next 300 hours TIS or three months, whichever is the sooner, unless already accomplished.
- Effective Date:** 18 March 1988

DCA/AS355/14 MGB Suspension Bars - Inspection

- Applicability:** All model AS355E, F, F1 and F2.
- Requirement:** 1. Inspect suspension bars per Aerospatiale S.B. 05.16 para 1C(1) and identify bar ends found free from defects per para 1C(2)(A).
2. Inspect per para 1C(2)(B).
Bars with longitudinal displacement of spherical bearings, or sealing compound discrepancies must be removed from service before further flight.
(BV AD F-1987-038-032 refers)
- Compliance:** Within next 10 hours TIS, unless already accomplished, thereafter re inspect at intervals not exceeding 10 hours TIS.
- Effective Date:** 18 March 1988

DCA/AS355/15 Main Rotor Sleeve Beams - Inspection

- Applicability:** All models AS355, with sleeve beams P/N 350A31.1831.04, .05, .06 and .07.
- Requirement:** Retire affected sleeve beams from service and inspect per Aerospatiale SB 01.13.
(BV AD F-1986-035-028 R1 refers)
- Compliance:** Retirement - At 1500 hours TTIS, or as otherwise prescribed in SB 01.13.
Inspection - Prior to further flight following any severe tracking defect.
- Effective Date:** 18 March 1988

DCA/AS355/16 Sliding Doors - Modification

- Applicability:** All models AS355, with LH and/or RH sliding doors.
- Requirement:** To preclude possibility of door loss in flight, modify per Aerospatiale SB 52.10.
(BV AD F-1987-089-033 refers).
- Compliance:** By 31 May 1988
- Effective Date:** 18 March 1988

DCA/AS355/17B Main Rotor, Rotating Swash Plate - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with swash plates fitted with bearings P/Ns VH36132 (704A33.651.051), Y 51 BB 10843 SI M 73 (704A33.651.080), INA 36132A (704A33.651.126).
- Requirement:** To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.16R2. Renew defective parts before further flight.
(BV AD F-1989-156-039 R3 refers).
- Compliance:** 1. Within next 10 hours TIS (T.I.S), unless already accomplished, and thereafter relubricate per SB 62.16R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.
2. Check per SB 62.16R2 para 1.C-g following last flight on each day the aircraft is operated.
- Effective Date:** DCA/AS355/17A - 2 March 1990
DCA/AS355/17B - 29 November 1991

DCA/AS355/18 MGB Oil Cooler Fan Assembly - Inspection

- Applicability:** All model AS355 Series with tail rotor drive shaft forward element P/N 355A34-1037-00.
- Requirement:** To prevent excessive fan assembly vibration, modify and inspect assembly per Aerospatiale SB 05.20 issue 2.
(BV AD 1988-057-036 R2 refers).
- Compliance:** Within next 50 hours TIS unless already accomplished and thereafter re-inspect as prescribed in SB 05.20 issue 2.
- Effective Date:** 2 March 1990

DCA/AS355/19 Tail Rotor Pitch Control Lever Expansion Pin - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N.
- Requirement:** To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-
1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-34. If a crack is found replace the TGB per the SB before further flight.
2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-34. Rectify if necessary as prescribed by the SB, before further flight.
(BV AD F-1991-138-043 refers)
- Compliance:** 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.
2. Within next 50 hours TIS.
- Effective Date:** 4 July 1991

DCA/AS355/20 Emergency Location Transmitter (ELT) Antenna - Modification

- Applicability:** All model AS355E, F, F1, and F2 fitted with the JOLLIET ELT system.
- Requirement:** To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 355 SB 25.33.
(BV AD F-1992-142-045 refers)
- Compliance:** Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.
- Effective Date:** 30 October 1992.

DCA/AS355/21A Pitch Change Lever Bushes - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.
- Requirement:** To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.24 R1. Renew defective parts per SB 62.24 R1. (BV AD F-1992-183-046 R1 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/AS355/21 - 27 November 1992
DCA/AS355/21A - 11 June 1993

DCA/AS355/22 Main Rotor Mast Assembly - Inspection

- Applicability:** Model AS355E, F, F1, F2 and N fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.
- Requirement:** As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-37, paragraphs DD (A) or (B) as appropriate and EE. (BV AD F-1993-031-047 refers)
- Compliance:** 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.
- Effective Date:** 27 March 1993

DCA/AS355/23A Sliding Windows - Inspection

- Applicability:** All Model AS355E, F, F1, F2, and N fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.
- Requirement:** To prevent window separation in flight accomplish the following:
1. Inspect per Eurocopter SB 05.26 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.26 R1 before further flight.
2. Modify (Repair) per paragraph 1C2 of SB 05.26 R1. (BV AD F-1993-089-048 R1 refers)
- Compliance:** 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.26 R1. After modification, inspect at intervals not to exceed 100 hours TIS.
2. Modify within next 100 hours TIS.
- Effective Date:** DCA/AS355/23 - 3 September 1993
DCA/AS355/23A - 18 March 1994

DCA/AS355/24 Main and Tail Rotor Servo Controls - Inspection

- Applicability:** All model AS355E, F, F1 and F2 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.
- Requirement:** To preclude possible failure of servo control assembly bolts, inspect per Eurocopter SB 01.21 R1 and renew bolts as prescribed. (BV AD F-1988-183-037 R1 refers)
- Compliance:** Within next 50 hours TIS or by 30 November 1993 whichever is the sooner, unless already accomplished.
- Effective Date:** 29 October 1993

DCA/AS355/25 MGB Oil Pressure Switch - Removal

- Applicability:** Model AS355E, F, F1, F2 and N fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).
- Requirement:** Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.39.
(BV AD F-1994-088-050 refers)
- Compliance:** By 1 August 1994
- Effective Date:** 8 July 1994

DCA/AS355/26 Cyclic Pitch Change Control Rod - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.
- Requirement:** To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-38. Replace any rods found not safetied per SB 01-38 before further flight.
(BV AD F-1994-179-051 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 23 December 1994

DCA/AS355/27A Main Rotor Shaft Oil Jet – Inspection

- Applicability:** Model AS355E, F and F1 aircraft fitted with a “TIMKEN” main rotor shaft P/N 355A37-0000 (all dash numbers) that have logged less than 100 operating hours since new or overhaul.
- Note:** This AD revised to correct the P/N of the affected main rotor shaft.
- Requirement:** To ensure correct lubrication of the shaft bearing, accomplish the following:
1. Inspect the main rotor shaft per the instructions in paragraph CC and DD of Eurocopter France AS 355 Telex Service No 01-41.
Replace any assembly that does not comply with the requirements in Telex Service No 01-41 before further flight.
 2. An affected main rotor shaft with less than 100 operating hours since new or overhaul may not be fitted to any aircraft unless the actions in this AD have been accomplished.
(BV AD 94-280-052(B)R1 refers)
- Compliance:**
1. Before further flight unless previously accomplished.
 2. From 9 March 1995 (effective date of DCA/AS355/27).
- Effective Date:** DCA/AS355/27 - 9 March 1995
DCA/AS355/27A - 21 April 2011

DCA/AS355/28 MGB Suspension Bi-directional Cross Beam - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.
- Requirement:** To prevent failure of the suspension cross beam, accomplish the following:-
1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:
 - 1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.29 and rectify defects if necessary as detailed.
 - 1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.29.
 2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.29 accomplish the following:
 - 2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.29 and rectify any defects found as detailed.
 - 2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.29.
- Note:** If there is no record of the number of the flying hours logged or of the number of cycles completed:
 If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
 If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.
3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.29.
 (DGAC AD F-1996-155-053 R1 refers)
- Compliance:** Compliance is required at the times specified within the requirement of this airworthiness directive.
- Effective Date:** 29 August 1997

DCA/AS355/29 Tail Boom Attachment Screws - Replacement

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.
- Requirement:** To prevent failure of the tail boom attachment screws, accomplish the following:-
- Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter "M" on their head above the designation "BC" per paragraph 2.B.1 of Eurocopter Alert Service Bulletin 01.00.43.
- Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.43.
- (DGAC AD F-1997-146-054 R1 refers)
- Compliance:** Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.
- Effective Date:** 29 August 1997

DCA/AS355/30B Tail Rotor Hub Pitch Change Plate Bearings - Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 355 SB 65.00.15R1).

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

1. Check the rotation torque of the bearing per paragraph 2B(1) of Eurocopter AS355 ASB 05.00.30.
2. Inspect for axial play, friction point and brinelling per paragraph 2.B.2 of Eurocopter AS355 ASB 05.00.30.
3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1)b) and 2.B 2) of Eurocopter AS355 ASB 05.00.30.

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

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

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them per paragraph 2.B 3)b) of Eurocopter AS355 SB 05.00.30 R2.
- Replace the pitch change plate bearing with a bearing in airworthy condition.
(DGAC AD 1999-084-057(A) R3 refers)

Compliance:

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

Effective Date: DCA/AS355/30A - 10 June 1999
DCA/AS355/30B - 17 December 1999

DCA/AS355/31 Flight Manual - Revision

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N.

Requirement: To alert the pilot to a possible reduction in available engine power as a result of P2 system 3-way coupling valve failure, accomplish the following:-

1. Insert the rush revision (date code 99-03) into the applicable flight manual.
 2. Insert the normal revision (date code 99-03) into the applicable flight manual.
- (DGAC AD F-1999-084-057 refers)

Compliance:

1. By 7 June 1999, unless already accomplished.
2. Within one month of receipt of the normal revision.

Effective Date: 7 May 1999

DCA/AS355/32 Single Pole Circuit Breakers – Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N. equipped with single-pole CROUZET circuit breakers, P/Ns:

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

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

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

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

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

1. Inspect the circuit breakers and replace if necessary per Eurocopter AS 355 SB 01.00.44.
2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD F-1998-510-055 refers)

Compliance: 1. Inspect within next 200 hours TIS or by 7 August 1999, whichever is the sooner. For those circuit breakers held as spares, inspect before installation.

2. Replace by 1 January 2000.

Effective Date: 7 May 1999

DCA/AS355/33 Cancelled – EASA AD F-2000-223-059R1 refers

Effective Date: 31 October 2013

DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding

Applicability: AS 355 E, F, F1, F2 and N helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation of an electrostatic spark between the re-fueling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex AS 355 No. 28.00.10, paragraph C.C.

(DGAC AD F-2000-302 refers)

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

Effective Date: 27 July 2000

DCA/AS355/35B Use of the Landing Light – AFM Revision

- Applicability:** AS 355 E, F, F1, F2 and N helicopters that are equipped for IFR flights but without MOD 073019 incorporated or prior to compliance with EUROCOPTER AS 355 SB No. 24.00.14, and equipped with the following electrical master boxes:
48xGC01Yxxx up to S/N 1352 and 49xGC01Yxxx up to S/N 1143.
- Requirement:** To prevent electrical power failure, except direct battery, during flights with high OAT and prolonged use of the landing light, do not use the landing light except during takeoff and landing. The electrical power failure is due to the disengagement of 40A contactors in the electrical power systems below their nominal threshold.

Do not use the landing light except during takeoff and landing.
In case of electrical power failure (except direct battery) in flight, apply the procedure described in paragraph C.C.2 of EUROCOPTER AS 355 ASB 25.00.63.

1. A copy of this AD and ASB 25.00.63 must be inserted into the applicable flight manual. Alternatively, a manufacturer's flight manual revision with the same wording is acceptable.

2. Replace the non-temperature-compensated contactors with temperature-compensated circuit breakers, in accordance with the instructions described in Eurocopter AS 355 ASB No. 24.00.14 (MOD 073019). Incorporation of this modification is a terminating action for this AD.

(DGAC AD F-2000-339-060 R2 refers)

- Compliance:**
1. By 27 March 2003, if not already accomplished.
 2. Modify by 1 August 2003.

Effective Date: DCA/AS350/35A - 26 October 2000
DCA/AS350/35B - 27 February 2003

DCA/AS355/36 Tail Rotor Hub Pitch Change Plate Bearings - Replacement

- Applicability:** AS 355, versions E, F, F1, F2 and N fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).
- Requirement:** To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below.
(DGAC AD F-2001-073-061 refers)
- Compliance:**
- (a) AS 355 N version:
- For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.
For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.
For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.
For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 300 hours TTIS.
- (b) AS 355 E, F, F1 and F2 versions:
- For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.
For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.
For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 1200 hours TTIS.
- (c) Transfer of bearings between AS 355 versions:
- If bearings are to be transferred from one AS 355 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.
- Effective Date:** 15 March 2001

DCA/AS355/37 Cancelled – DCA/AS355/83 refers**Effective Date:** 27 March 2008**DCA/AS355/38A Starflex Bush – Inspection****Applicability:** AS 355 E, F, F1, F2, and N model helicopters equipped with “Starflex” star P/N 350A31.1916.00.**Requirement:** To detect bonding failure of the metal bush installed in each ‘Starflex’ arm end, accomplish the following:-

1. Inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush as per work card 62.20.00.601 para 7. If a gap is found, replace starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) in accordance with paragraph 2 of AS 355 ASB No. 62.00.26.

(DGAC AD F-2001-558-064 R2 refers)

Compliance:

1. Before further flight and thereafter during each pre-flight inspection.
2. By 31 May 2002.

Note 1: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Note 2: Failure of the bush may occur suddenly and is characterised by strong 1 per revolution main rotor vibrations as the bush is centrifuged outwards. If these symptoms are detected the pilot should immediately select the minimum power recovery speed (approx 60 knots) and land as soon as possible with minimum load factors.

Effective Date: DCA/AS355/38 - 22 November 2001
DCA/AS350/38A - 28 February 2002

DCA/AS355/39 Cancelled - DCA/AS355/48 refers**Effective Date:** 30 October 2003**DCA/AS355/40 Cancelled - DCA/AS355/67 refers****Effective Date:** 16 August 2006**DCA/AS355/41 HSI - Inspection****Applicability:** AS 355 E, F, F1, F2 and N fitted with HSI KI 525A.**Requirement:** To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the P/N of HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions given in Eurocopter AS 355 ASB 34.00.09 or later approved revisions.

(DGAC AD F-2002-280-068R1 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first**Effective Date:** 27 June 2002

DCA/AS355/42 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement

Applicability: AS 355 F, F1, F2 and N fitted with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair since overhaul at Hawker Pacific Aerospace, USA, before 01 March 2002.

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 355 ASB 67.00.23 or later approved revisions.

(DGAC AD F-2002-315-069R1 refers)

Compliance:

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

Effective Date: 27 June 2002

DCA/AS355/43 Tail Servocontrol – Locking of Eye End Fitting

Applicability: AS 355 E, F, F1, F2 and N equipped with tail servo controls all part numbers that have not been modified per MOD 073139 or Eurocopter AS 355 Service Bulletin No 67.00.22.

Requirement: Inspect locking of the eye end fitting to servocontrol coupling per Eurocopter AS 355 Alert Telex 05.00.36. If play is detected or if the lock washer is not correctly positioned rectify before further flight per the referenced Alert Telex.

(DGAC AD F-2001-581-063 R1 refers)

Compliance: Aircraft with greater than 500 hours TTIS; accomplish within 50 hours TIS and thereafter at intervals not to exceed 550 hours. Aircraft with less than 500 hours TTIS; accomplish before reaching 550 hours TTIS and thereafter at intervals not to exceed 550 hours.

Effective Date: 27 June 2002

DCA/AS355/44A Cancelled – DCA/AS355/60 refers

Effective Date: 23 February 2006

DCA/AS355/45 Cancelled – EASA AD 2019-0228 refers

Effective Date: 26 September 2019

DCA/AS355/46 Cyclic Friction Cup - Inspection

Applicability: AS 355 E, F, F1, F2 and N, modified per MOD 070682 (AS 355 SB No. 67.08), and before embodiment of MOD 073179.

Requirement: To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions in Eurocopter AS 355 ASB 67.00.24 or later approved revisions. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.
(DGAC AD F-2003-003R1 refers)

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

Effective Date: 30 January 2003

DCA/AS355/47 Dynamic Components – Life Correction

Applicability: AS 355 E, F, F1, F2 and N, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.

Requirement: To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance centers (D.E.R.H) listed in Alert Telex 62.00.27, accomplish the following:

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

(DGAC AD F-2002-452 R1 refers)

Compliance:

1. Within 10 hours TIS
2. Within 50 hours TIS

Effective Date: 29 May 2003

DCA/AS355/48 TRW-SAMM Servo Controls - Replacement

Applicability: AS355 E, F, F1, F2 and N equipped with the following main and tail TRW SAMM servo controls:

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

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

Requirement: Due to a quality control problem, the above servo controls may be non-airworthy and must be removed from service. Inspect to determine S/N of the servocontrols and replace any affected servo controls with serviceable units.

(DGAC AD F-2003-100 and Eurocopter ASB 01.00.48 refers)

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

Effective Date: 30 October 2003

DCA/AS355/49A Flight Control Stops – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft which are not fitted with MOD 073206 or MOD 073102.

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

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

(DGAC AD F-2003-322 R1 refers)

Compliance:

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

Effective Date: DCA/AS355/49 - 30 October 2003
DCA/AS355/49A - 28 July 2005

DCA/AS355/50B Newly Overhauled or Repaired Main Gearboxes - Removal from Service

Applicability: AS 355 E, F, F1, F2 and N fitted with a new MGB bevel reduction gear or a MGB bevel reduction gear, that does not have MOD 077212 incorporated and has logged fewer than 10 hours TIS since new, overhaul or repair.

Requirement: To prevent MGB free-wheel slippage and engine shut-down due to overspeed, accomplish the following:

For aircraft equipped with at least one of the dynamic components listed in the applicability, having logged less than 10 hours TIS since new, overhaul or repair, further flights are prohibited until MOD 0077212 is incorporated.

For aircraft equipped with the dynamic components listed in the applicability, having logged 10 flying hours or more since new or overhaul or repair, flights can be continued.

(EASA AD 2006-0250 refers)

Note: Eurocopter AS 355 Alert Service Bulletin No. 63.00.21 also refers.

Compliance: Before further flight, unless already accomplished.

Effective Date: DCA/AS355/50 - 15 December 2003
DCA/AS355/50A - 25 March 2004
DCA/AS355/50B - 28 September 2006

DCA/AS355/51 Rear Fuselage - Inspection

Applicability: AS 355 helicopter versions E, F, F1, F2 and N pre-MOD 073215, or **not** equipped with the four reinforcement angles, P/Ns 350A08.2493.20 / .21 / .22 / .23, following repair per MRM Work Card 53.10.22.772.

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

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:
 - a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.42
 - b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.
 - c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.

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

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

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

(DGAC AD F-2004-036 refers)

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

Effective Date: 25 March 2004

DCA/AS355/52A Cancelled – DCA/AS355/65 refers

Effective Date: 1 June 2006

DCA/AS355/53 Hydraulic System Cut-off - Modification

Applicability: AS 355 E, pre-Mod 073263

Requirement: To prevent a possible load imbalance in the flight controls due to residual fluid trapped after shutting off the hydraulic assistance, modify the electrical system in accordance with Eurocopter AS355 ASB 29.00.04.

(DGAC AD F-2004-090 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

DCA/AS355/54 Cancelled - DCA/AS355/70 refers

Effective Date: 28 September 2006

DCA/AS355/55 Tail Rotor Blade Trailing Edge Tab – Inspection

Applicability: All model AS355 E, F, F1, F2, and N aircraft, fitted with tail rotor blades P/N 355A 12.0040 and P/N 355A 12.0050 all dash numbers inclusive, with S/Ns 8400 through 9224 which have not been repaired per Repair Sheet No 238 or Work Card 64.10.00.872.

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

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.
2. Before installing spare tail rotor blades confirm that additional rivets have been installed on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

(DGAC AD F-2004-176 refers)

Compliance:

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

Effective Date: 28 April 2005

DCA/AS355/56B Cancelled - DCA/AS355/71 refers**Effective Date:** 28 September 2006**DCA/AS355/57 Cancelled – DCA/AS355/66 refers****Effective Date:** 1 June 2006**DCA/AS355/58 Cancelled - DCA/AS355/68 refers****Effective Date:** 28 September 2006**DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection****Applicability:** Model AS 355 F, F1, F2 and N aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.**Requirement:** To prevent cable damage caused by malfunction of the up end-of-travel stop mechanism, accomplish the following:

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 355 Alert Service Bulletin AS355 No. 25.00.68.
2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.68.
3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.68.
(DGAC AD F-2002-028-066 R1 refers)

Compliance:

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

Effective Date: 1 December 2005**DCA/AS355/60 Cancelled – DCA/AS355/73 refers****Effective Date:** 25 January 2007**DCA/AS355/61 Main Servo Controls – Inspection****Applicability:** Model AS 355 E aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, andOn which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

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

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

1. Inspect the tapered housings of the main servo-controls for cracks, per the instructions specified in paragraph 2.B.2. of Eurocopter AS 350 Alert Service Bulletin (ASB), No. 05.00.48.

If no cracks are found, comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48, before further flight. No further action is required.

2. If a crack is found, accomplish the following:
 - a) If the crack is vertical along the servo-control axis and is less than 20 mm long comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48 and identify the end of the crack using an indelible ink marker, before further flight.

Inspect for crack growth per the instructions in paragraph 2.B.4. of the ASB No. 05.00.48.

- b) If the crack is vertical along the servo-control axis and is 20mm or longer, or the crack has grown by more than 5mm, or there is an oblique or a horizontal crack, or there are several cracks, replace the servo-control per the instructions in paragraph 2.A. of ASB No. 05.00.48, before further flight.

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.48. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.48. If a crack is evident, return the servo-control to Eurocopter for repair.

Note 2: The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.48, is a terminating action to the requirements of this AD.

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

Effective Date: 7 March 2006

DCA/AS355/62 Cancelled – DCA/AS355/63 refers

Effective Date: 1 June 2006

DCA/AS355/63 Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/64A Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/65 Tail Rotor Control Cable - Replacement

- Applicability:** Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft, fitted with stainless steel-caged ball-type controls pre-MOD 072771, P/Ns:
- 704A 34-130-068 with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling,
 - 704A 34-130-086 without AFCS and without collective-to-yaw control coupling.

Requirement: To prevent binding in stainless steel-caged ball-type yaw controls, which may generate increased control loads or a feeling of pedal seizure, replace with new Teflon-caged ball-type controls, per the instructions in paragraph 2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.26 revision 2.

(EASA AD 2006-0081 refers)

Note: Stainless steel-caged ball-type controls P/Ns 704A34-130-068 and 704A34-130-086 held as spares, are to be returned to Eurocopter.

Compliance: Before further flight following any report by the pilot of tail rotor control binding, or by 23 August 2006, whichever is the sooner, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/66 Tail Rotor Drive Shaft – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft fitted with a tail rotor drive shaft forward shaft section P/N 355A 34-1090-00 with S/Ns M 858 through M 873.

Requirement: A metallurgical non-conformity was discovered on a flange of the tail rotor drive shaft forward shaft section of an Ecureuil helicopter. A stress analysis has shown that this non-conformity may significantly reduce the strength of the forward shaft section. With the service life of the forward shaft section possibly being significantly reduced, remove the tail rotor drive shaft forward shaft section and install a new part, per the instructions specified in paragraph 2.B of Eurocopter AS 355 ASB 01.00.51. (EASA AD 2006-0100 refers)

Note 1: This AD does not apply to aircraft delivered after 1 January, 2005.

Note 2: Tail rotor drive shaft forward shaft sections specified in the applicability section of this AD are to be returned to the manufacturer at the latest by 31 December 2005.

Compliance: At 2500 hours TTIS or by 31 December 2006, whichever is the sooner, for aircraft with up to 2400 hours TTIS, unless already accomplished.

Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner, for aircraft with more than 2400 hours TTIS, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/67 Cancelled - DCA/AS355/77 refers

Effective Date: 18 May 2007

DCA/AS355/68B Cancelled – DCA/AS355/81 refers

Effective Date: 27 September 2007

DCA/AS355/69 Cancelled – DCA/AS355/96 refers

Effective Date: 29 March 2012

DCA/AS355/70 Sliding Door Rollers and Rails – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.39, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 355 ASB No. 05.00.39 accomplish the following actions per paragraph 2.B.2 of AS 355 ASB No. 05.00.39:

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

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

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

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 355 Service Bulletin No. 52.00.22 is a terminating action to the requirements of this AD. (EASA AD 2006-0249 refers)

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

Effective Date: 28 September 2006

DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection

- Applicability:** All model AS 355 E, F, F1, F2 and N aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.
- Requirement:** To prevent the failure of the blade of the cabin vibration damper assembly, which could lead to the failed part interfering with the trim actuator rod, resulting in the jamming of the flight controls accomplish the following:
1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.46.

Replace cracked blades per paragraph 2.B.1. of AS 355 ASB No. 05.00.46, before further flight.
 2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 355 ASB No. 53.00.22.
- Note 1:** After blade replacement, continue inspecting the blades for cracks per requirement 1, at every daily post flight inspection, until accomplishment of requirement 2.
- Note 2:** Sign logbook for compliance with requirement 1 at time of raising the aircraft technical log.
- Note 3:** Accomplishment of requirement 2 (MOD 073325) is a terminating action to the requirements of this AD.
- Note 4:** This AD is applicable to AS 355 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055.
(EASA AD 2006-0273 refers)
- Compliance:**
1. At every daily post flight inspection.
 2. By 30 June 2007.
- Effective Date:** 28 September 2006

DCA/AS355/72 Starter Generator – Load Limitation

- Applicability:** Model AS 355 N aircraft fitted with all P/N starter generators, and not embodied with MOD 073344.
- Requirement:** To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the starter generator current draw is limited to 100 Amps at altitudes above 3000 meters (10000 feet).

Install a label indicating this load limitation on the instrument panel below the ammeter, per the instructions in paragraph 2.B. of Eurocopter AS 355 Alert Service Bulletin No. 01.00.52.
(EASA AD 2006-0338 refers)
- Compliance:** Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.
- Effective Date:** 30 November 2006

DCA/AS355/73 Cancelled – DCA/AS355/80 refers

DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection

- Applicability:** Model AS 355 F, F1, F2 and N aircraft, all S/N
- Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:
- P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.
- P/N SC8043, S/N 865, 866, 867 or 881.
- Requirement:** To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.28.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
- Note:** Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
- (EASA AD 2007-0099 refers)
- Compliance:**
1. By 31 July 2007.
 2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.
- Effective Date:** 31 May 2007

DCA/AS355/75 Engine Automatic Relighting System – Installation

- Applicability:** Model AS 355E, AS 355F, AS 355F1 and AS 355F2 aircraft fitted with Allison 250-C20F engines with air intake debris guards.
- Requirement:** To prevent engine flame out in heavy precipitation at low ambient temperatures, install a manufacturer approved automatic engine relighting system or a continuous ignition system.
- Note 1:** The installation of an automatic engine relighting system per the instructions in Eurocopter AS350 Service Bulletin No. 80.02 revision 2, or later approved revisions, is an acceptable means of compliance to the requirements of this AD.
- Note 2:** Aircraft are prohibited from being operated in heavy precipitation at ambient temperatures below + 5 degrees celsius per the operating limitations in section 2.1 of the AFM, unless fitted with an automatic engine relighting system or a continuous ignition system per the requirements of this AD.
- Note 3:** For aircraft already modified per AMS 350A 07-1823 and AMS 350A 07-1905, embody modifications AMS 350A 07-1910 and AMS 350A 07-1920 in order to prevent inadvertent operation of the automatic engine relighting system.
- Note 4:** Installation of the Aerospatiale relighting kit requires exclusive utilisation of Champion or Auburn Igniters P/N 68 77518, or Champion Igniters P/N 23006266 with service life limits of 1200 hours for each approved igniter.
- (DGAC AD 1986-153-031 R4 refers)
- Compliance:** By 30 November 2007, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/AS355/76 Load Compensator Lever – Inspection

Applicability: Model AS 355 N and AS 355 F2 aircraft, all S/N

Requirement: To prevent restricted yaw control travel due to the possibility of the incorrect load compensator lever being fitted to the aircraft which could result in loss of control of the aircraft, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/Ns of both the load compensator lever and the hydraulic actuator assembly fitted to the aircraft, per the instructions in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.29, revision 1. If the P/Ns cannot be identified, accomplish the instructions in paragraph 2.B.2. of ASB No. 67.00.29 to determine the relevant P/Ns.

2. For aircraft not embodied with MOD 072065:

If compensator lever P/N 355A27-0082-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27-0072-00, per the instructions in paragraph 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0082-00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 1: Aircraft not embodied with mod 072065 are fitted with hydraulic actuator assembly P/N 355A75-1370-01 or 355A75-1370-03.

3. For aircraft embodied with MOD 072065:

If compensator lever P/N 355A27-0072-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27-0082-00, per the instructions in 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0072-00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 2: Aircraft embodied with mod 072065 are fitted with hydraulic actuator assembly 355A75-1370-02 or 355A75-1370-04.
(EASA AD 2007-0131-E refers)

Note 3: From the effective date of this AD, load compensator lever P/N 355A27-0082-00 shall not be fitted on any AS 355 N or AS 355 F2 aircraft not embodied with MOD 072065, and load compensator lever P/N 355A27-0072-00 shall not be fitted to any AS 355 N and AS 355 F2 aircraft embodied with MOD 072065.

Compliance: 1. Before further flight.
2. & 3. Within the next 10 hours TIS.

Effective Date: 18 May 2007

DCA/AS355/77A Cancelled – DCA/AS355/86 refers

Effective Date: 5 March 2009

DCA/AS355/78 Cabin Floor Cross Member – Inspection

Applicability: Model AS355 E, F, F1, F2 and N aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

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

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 355 Alert Service Bulletin (ASB) No. 53.00.23.

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

If a cross-member and/or doublers are not installed, inspect for cracks per AS 355 ASB No. 53.00.23.

If no cracks are found inspect the tail rotor control rigging per AS 355 ASB No. 53.00.23, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

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

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 355 ASB No. 53.00.23. (EASA AD 2007-0139-E refers)

Compliance:

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

Effective Date: 18 May 2007

DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N,
Fitted with Goodrich main rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573,
P/N SC5083-1, S/N 2902 through to 2921,
P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695,
P/N SC5084-1, S/N 1462 through to 1481, or
Fitted with Goodrich tail rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5072, S/N 222M, 306M or 309.

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

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 01.00.53 revision 1.

If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53, before further flight.
2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53. (EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS355 ASB No. 01.00.53.

Compliance:

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

Effective Date: 24 May 2007

DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers**Effective Date:** 25 September 2015**DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection****Applicability:** All model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors without MOD 073298 and/or MOD 073308 embodied.**Note:** This AD supersedes DCA/AS355/68B with the inclusion of requirements 3 and 4.**Requirement:** To detect cracks in the rear roller support shaft and the rear fitting of the sliding door, accomplish the following:

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.45.

If cracked, replace per paragraph 2.B in AS 355 ASB No. 05.00.23, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 355 ASB No. 52.00.23.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.23 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 355 ASB No. 52.00.23.

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

(EASA AD 2007-0236 refers)

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

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007**DCA/AS355/82 Collective Lever Recess - Modification****Applicability:** Model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 aircraft not embodied with MOD 071995.**Requirement:** To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.12 revision 2.

2. Covers P/N 355A27-2373-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

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

2. From 29 November 2007.

Effective Date: 29 November 2007

DCA/AS355/83 Rear Bench Seat Cushions – Removal

Applicability: Model AS 355 E, F, F1, F2 and N models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 355 Service Bulletin No. 25.00.66.

Note 1: This AD supersedes DCA/AS355/37 and includes modification 073166 (per AS 355 SB No.25.00.66) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following text: "Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied."

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

Note 3: The embodiment of modification 073166 per AS 355 SB No.25.00.66 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008

Effective Date: 27 March 2008

DCA/AS355/84 Cancelled – DCA/AS355/85 refers

Effective Date: 23 February 2009

DCA/AS355/85 Fin Attach Fittings – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 355A14-0522-00XX, 355A14-0522-01XX, 355A14-0522-02XX, 355A14-0522-03XX, 355A14-0522-13XX, 355A14-0522-14XX and 355A14-0522-15XX, and

Lower fin assembly P/N 355A14-0521-00XX, 355A14-0521-01XX, 355A14-0521-02XX and 355A14-0521-03XX.

Note 1: This AD supersedes DCA/AS355/84 which superseded DCA/AS355/64A. This AD retains the requirements of DCA/AS355/84, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS355/64A.

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

1. For helicopters fitted with upper and lower fins without MOD 073288 embodied:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph 2.B.2. in Eurocopter AS 355 ASB No. 55.00.11 revision 2 or later approved revisions.

2. For helicopters fitted with upper and lower fins with MOD 073288 embodied:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 in AS 355 ASB 55.00.11. If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable in AS 355 ASB 55.00.11.

3. For helicopters fitted with upper and lower fins without MOD 073330 embodied:

Remove the upper and lower fins and embody modification 073330 per AS 355 ASB No. 55.00.12. revision 1 or later approved revisions.

4. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 355 ASB No. 55.00.12. (EASA AD 2009-0029 refers)

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

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

Compliance:

1. Within the next 15 hours TIS unless already accomplished.
2. For aircraft with more than 100 hours TIS since the last inspection:

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

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

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

3. By 15 April 2009 unless previously accomplished.
4. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS355/86 Tail Rotor Blade Skin – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP aircraft, all S/N fitted with tail rotor blades P/N:

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

Note 1: This AD supersedes DCA/AS355/77A with no change to the requirement. This AD introduces model AS 355 NP aircraft in the applicability.

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

1. Visually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.38, revision 3 or later approved revisions. If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 355 ASB No. 05.00.38, before further flight.

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

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

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 355 ASB No. 05.00.38, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

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

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph 2.B.1 of AS 355 ASB No. 05.00.38 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 355 ASB No. 05.00.38 revision 2 is acceptable to comply with requirements 2 and 3 of this AD. (EASA AD 2009-0039 refers)

Compliance:

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

Effective Date: 5 March 2009

DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers**Effective Date:** 31 October 2013**DCA/AS355/88A Engine and MGB Cowling Locking – Modification****Applicability:** Model AS355E, AS355F, AS355F1 and AS355F2 helicopters, all S/N.**Note 1:** No action required for those aircraft already in compliance with DCA/AS355/88. This AD revised to introduce Kent Helicopters Ltd. modification KHL/MOD/355/001 per requirement vi). This modification was previously approved by the UK CAA. Aircraft already embodied with this modification are compliant with the requirements of this AD.**Requirement:** To prevent the loss of unsecured engine cowls or MGB cowls in flight due to possible incorrect locking of the cowls which could affect flight safety and safety of people on the ground, accomplish one of the following five options:

- i) Eurocopter Modification No. 073313 per the instructions in Eurocopter SB No. 53.00.24 – Improvement to engine and MGB cowling locking, or
- ii) Eurocopter UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning, or
- iii) Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch, or
- iv) Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch, or
- v) Aero Engineering Design Ltd modification 31-10-013 – Installation of cockpit warning.
- vi) Kent Helicopters Ltd. modification KHL/MOD/355/001 – Freefall of cowling and secure latching.

Note 2: For requirement i) of this AD the painting of the flags must be in a conspicuous and in a contrasting colour to the colour scheme of the helicopter.**Note 3:** Eurocopter SB No. 53.00.24 revision 0 or later EASA approved revisions are acceptable for compliance with requirements of this AD.**Note 4:** For any questions concerning the technical content of the requirements in the referenced Aero Engineering Design Ltd. Modification 31-10-013 contact AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.**Note 5:** For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 contact Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford, OX5 1QZ, UK. (EASA AD 2010-0023R2 correction refers)**Compliance:** By 25 March 2012 (the compliance date for DCA/AS355/88).**Effective Date:** DCA/AS355/88 - 25 March 2010
DCA/AS355/88A - 29 March 2012**Effective Date:** 25 March 2010

DCA/AS355/89 Cancelled – DCA/AS355/90 refers**Effective Date:** 9 March 2011**DCA/AS355/90 Tail Gearbox Control Lever – Inspection**

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS355/89 and introduces a new inspection per Eurocopter ASB 05.00.57 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an “X”.

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

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS355 ASB 05.00.57 revision 1, dated 23 April 2010 or later EASA approved revisions. If any cracks are found contact the manufacturer and replace the affected control levers per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

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

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS355 ASB 05.00.57, or replace with a reworked lever (marked with an “X”), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an “X”) per the instructions in of paragraph 2.B.3 of Eurocopter AS355 ASB No. 05.00.57.

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

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

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

(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89).

3. All AS355 series aircraft except AS355N:

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

AS355N aircraft:

Before 110 hours TSN or overhaul, or within the next 10 hours TIS for affected TGB control levers with 100 or more hours TSN or overhaul, and thereafter at intervals not to exceed 100 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS355/89).

Effective Date: 9 March 2011

DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 and MA47631.

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

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS355 ASB 65.00.22 revision 0, dated 18 May 2011 or later approved revisions. If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS355 ASB 65.00.22.

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

(EASA AD 2011-0104 refers)

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

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

TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS355/93 Cancelled – EASA AD 2011-0164R1

Effective Date: 28 February 2017

DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers

Effective Date: 14 September 2015

DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS355/96 Starter Generator – Inspection

Applicability: Model AS355 N aircraft, all S/N.

Note: This AD retains the requirements in superseded DCA/AS355/69. The AD applicability expanded to include all S/N aircraft, and the inspection intervals and maintenance actions in this AD revised taking the embodiment of Turboméca Modification TU107 (including mod TU106 and the installation of reinforced attachment tabs) into account.

Requirement: To prevent loss of the exhaust pipe ejector in flight due to possible excess starter generator vibration which could result in the failure of the exhaust attachment lugs, accomplish the inspections and corrective actions specified in EASA AD 2012-0022. (EASA AD 2012-0022 refers)

Compliance: At the compliance times specified in EASA AD 2012-0022.

Effective Date: 29 March 2012

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

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

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except aircraft embodied with modification AL 4262.

Effective Date: 15 October 2012

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

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

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

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, fitted with a single hydraulic main and tail servocontrols manufactured by “SAMM”, “TRW”, “GOODRICH”, or “UTAS”.

Effective Date: 18 April 2013

2013-0130 Cancelled – EASA AD 2021-0193 Refers

Effective Date: 3 September 2021

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0205 Cancelled – EASA AD 2015-0202 refers

Effective Date: 21 October 2015

DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection

Applicability: AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

Note 1: This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

Note 2: EASA AD F-2000-223-059R1 supersedes DCA/AS355/33 to introduce Eurocopter AS 355 ASB 05.00.33R1 dated 11 March 2004 and change the AD applicability / effectivity to exclude those aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (Mod 076550).

Effective Date: 25 September 2004 (the effective date of DGAC AD F-2000-223-059R1)

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if modified in production with (optional) modification OP0811 and fitted with a Grimes-Honeywell power supply unit, P/N 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

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

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

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if fitted with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

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

2014-0135-E Cabin Ventilation Air Scoop - Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers.

Effective Date: 29 May 2014

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection

Applicability: AS 355 series helicopters specified in DGAC AD 1991-164-042 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment

Applicability: AS355 N and AS355 NP helicopters, all serial numbers, if fitted with Turboméca ARRIUS 1A, 1A1, or 1M engines.

Effective Date: 26 June 2015

2015-0143-E Tail Rotor Blades – Inspection

Applicability: AS355 NP helicopters, all serial numbers, when equipped with a blade having P/N 355A12-0050-10, P/N 355A12-0050-12, P/N 355A12-0051-10, or P/N 355A12-0051-12.

Effective Date: 17 July 2015

2007-0209R1 Main Gearbox Lubrication Pump – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers, equipped with lubrication pumps Part Number (P/N) 355A32-0700-01, P/N 355A32-0700-02 or P/N 355A32-0701-00, installed on the main gearbox (MGB), except those modified in accordance with Airbus Helicopters modification (mod) 077222.

Effective Date: 25 September 2015

2015-0181 Engine Fire Extinguisher System – Modification

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.

Effective Date: 14 September 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

2015-0202 Cancelled – EASA AD 2016-0109 refers

Effective Date: 28 June 2016

DCA/AS355/97C Forward Two-place Seat – Operating Limitations

Applicability: All AS355 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS355/97C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS355/97B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

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

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

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

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

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

Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.

2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

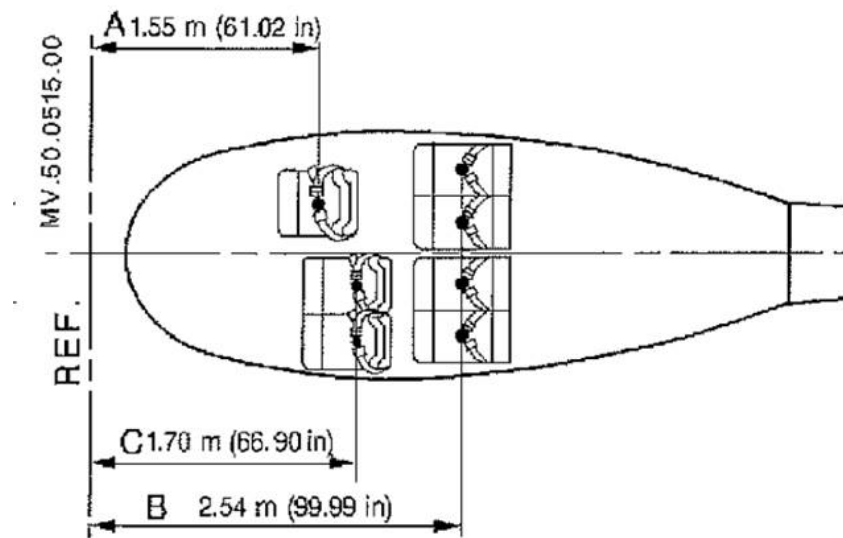


Figure: Airbus Helicopters recommended CG position of forward two-place seat.

Compliance:

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

Effective Date:

DCA/AS355/97A	-	14 Decemeber 2015
DCA/AS355/97B	-	30 June 2016
DCA/AS355/97C	-	26 April 2018

CAA Approved
AS355 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS355 series helicopters fitted with a forward two-place seat.

Applicability:

All AS355 series helicopters fitted with any forward two-place seat.

Requirements:

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

The combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

The weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

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

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

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

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

* This page is inserted by NZ AD DCA/AS355/97B or 97C.

Page 1 of 1

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0022 Main Gearbox Casings – Inspection

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3121-07 or equipped with MGB bottom casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0109R1 Fueltron Flowmeter – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.

Effective Date: EASA AD 2016-0109 - 28 June 2016
EASA AD 2016-0109R1 - 10 November 2016

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

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

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained, and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with an AP, and AS 355 N and AS 355 NP helicopters, all S/N without an AP installed, but embodied with mod 071908; except helicopters that have mod 074819 embodied.

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

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

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

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

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0159 Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers.

Effective Date: 8 September 2017

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

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit). These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection

Applicability: All AS355 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.355.

Note: DCA/AS355/98A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.355.

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

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.150, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM.

Introduce OAL ICA MB 25.00.150 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.150 revision 1, or later approved revision, unless previously accomplished.

2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.150 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. For bucket operations: Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.
For non-bucket operations: By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS355/98 - 28 June 2018
DCA/AS355/98A - 25 October 2018

2018-0152 Canceled – EASA AD 2022-0128 refers**Effective Date:** 28 July 2022**2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 4 October 2018**2018-0287 Canceled – EASA AD 2019-0060 refers****Effective Date:** 3 April 2019**DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service****Applicability:** All AS355 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.**Requirement:** To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

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

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the list of technical data accepted by the Director on the CAA website.**Note 2:** In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.**Compliance:** By 31 March 2019**Effective Date:** 31 January 2019**Transport Canada CF-2019-01 HETS STC SH98-35****Applicability:** Helicopter External Transport System (HETS™) certified under Transport Canada STC SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.**Note:** HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).**Effective Date:** 22 January 2019**2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 3 April 2019

2019-0184 Main Rotor Servo Actuators – Inspection**Applicability:** AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP series helicopters, all S/N.**Effective Date:** 29 August 2019**2019-0228 Electric Hoist Installation – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Effective Date:** 26 September 2019**FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection****Applicability:** AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP series helicopters embodied with STC SR00645LA.**Effective Date:** 28 February 2020**2020-0064 Emergency Flotation System – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 2 April 2020**2020-0175 Cancelled by EASA on 13 September 2021****Effective Date:** 30 September 2021**2020-0186 Cancelled – EASA AD 2021-0099 refers****Effective Date:** 29 April 2021**2020-0217-E Cancelled – EASA AD 2021-0023 refers****Effective Date:** 2 February 2021**2020-0224R1 Tail Rotor Blades – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Note 1:** Initial tail rotor blade leading edge protection shield inspection: An initial inspection per requirements (1) and (2) of EASA AD 2020-0224 original issue, or revision 1 must be accomplished by an aircraft maintenance engineer.**Note 2:** The visual inspection before every flight, per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

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

Effective Date: EASA AD 2020-0224-E - 20 October 2020
EASA AD 2020-0224R1 - 26 November 2020**2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment****Applicability:** AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 series helicopters, all S/N fitted with a Rolls-Royce Corporation (formerly Allison) engine model 250-C20F.**Effective Date:** 22 December 2020

- 2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification**
Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N, except those helicopters embodied with MOD MC20096.
Effective Date: 2 February 2021
- 2021-0027R1 Collective Controls – Modification**
Applicability: AS 355 NP helicopters, all S/N.
Effective Date: EASA AD 2021-0027 - 3 February 2021
EASA AD 2021-0027R1 – 3 February 2021
- 2021-0048 Cancelled – EASA AD 2023-0064 refers**
Effective Date: 3 April 2023
- 2021-0099 Cancelled – EASA AD 2023-0075 refers**
Effective Date: 14 April 2023
- 2021-0193 Cancelled – EASA AD 2024-0134 refers**
Effective Date: 25 July 2024
- 2021-0265 Cowlings - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N.
Effective Date: 7 December 2021
- 2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025
- 2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection**
Applicability: AS 355 E, F, F1, F2 and N helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS355 Service Bulletin (SB) No. AS355 SB No. 53.00.34 as in service.
AS 355 NP helicopters, S/N 5747, and 5749 through to 5766 inclusive, except helicopters embodied with AH AS355 SB No. 53.00.34 in service.
Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.
Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022
- 2022-0069 Cancelled – EASA AD 2022-0180 refers**
Effective Date: 12 September 2022
- 2022-0077-E Flight Control Flexball Cables - Replacement**
Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 28 July 2022

2022-0180 Tail Rotor Drive Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 12 September 2022

2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with hoist provisions (hoist fixed parts).

Effective Date: 24 November 2022

2022-0246 Main Rotor Blades - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

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

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

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0131 Sliding Doors - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0154R1 Vertical Upper Fin Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2023-0154 – 3 August 2023
EASA AD 2023-0154R1 – 26 July 2024

2024-0127 Tail Rotor Drive Fan Wheel and 2nd Stage Impeller - Inspection**Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0134 Cancelled – EASA AD 2026-0103 refers****Effective Date:** 9 June 2026**2024-0139 Vertical Fin - Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N 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 355 NP and AS 355 N helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).**Effective Date:** 6 February 2025**2025-0052 Fan Support Legs – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.**Effective Date:** 27 March 2025**2025-0159 Sliding Door Placards - Installation****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification 0720257.**Effective Date:** 7 August 2025**2025-0287 Fuel Draining System - Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 29 January 2026**2026-0103 Airworthiness Limitations Section - Amendment****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 9 June 2026*** 2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection****Applicability:** AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 23 July 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

23 July 2026

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

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

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

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

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

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

Contents

DCA/MBB117/1	Cargo Hook - Modification.....	5
DCA/MBB117/2	Main Transmission Assembly – Inspection	5
DCA/MBB117/3	Cancelled by LBA AD 1986-001/2	5
DCA/MBB117/4	Tail Rotor Gearbox Attachment – Rework.....	5
DCA/MBB117/5	Fire Extinguishing System – Inspection	5
DCA/MBB117/6	Main Rotor Blade Bolts – Inspection	6
DCA/MBB117/7	Electrostatic Dischargers & Electrical Bonding – Inspection	6
DCA/MBB117/8	Fuel System – Inspection.....	6

DCA/MBB117/9	Cancelled – EASA AD 2017-0193 refers	6
DCA/MBB117/10	Main Transmission – Life Limitation	7
DCA/MBB117/11	Cancelled – EASA AD 2012-0196 refers	7
DCA/MBB117/12	Transmission & Engine Cowling Doors – Modification	7
DCA/MBB117/13	Cancelled – DCA/MBB117/17 refers	7
DCA/MBB117/14	Cancelled – DCA/MBB117/16 refers	7
DCA/MBB117/15	Fire Protection System – Rework	7
DCA/MBB117/16	Tail Rotor Control Lever Weights – Inspection	8
DCA/MBB117/17A	Engine MAX N1 Power – Inspection & AFM/Placard Amendment	8
DCA/MBB117/18	Cancelled – DCA/MBB117/24 refers	9
DCA/MBB117/19	Cyclic Stick Locking Device – Modification and AFM Amendment	9
DCA/MBB117/20	Cancelled – DCA/MBB117/21 refers	9
DCA/MBB117/21	Cancelled – DCA/MBB117/25 refers	9
DCA/MBB117/22	Tail Rotor Drive Shaft – Inspection	9
DCA/MBB117/23	Upper Control Bellcrank Assembly – Inspection	10
DCA/MBB117/24	Cancelled – EASA AD 2010-0058R1 refers	10
DCA/MBB117/25A	Intermediate Gearbox Bevel Gear – Inspection	10
DCA/MBB117/26A	Instrument Control Panel – Flight Limitation, Placard and Modification	11
DCA/MBB117/27	Cancelled – DCA/MBB117/34 refers	12
DCA/MBB117/28	Main Rotor Controls – Inspection	12
DCA/MBB117/29	Cancelled – DCA/MBB117/33 refers	12
DCA/MBB117/30	Autopilot Automatic Level-off Function – AFM Amendment	13
DCA/MBB117/31	Sliding Door Emergency Jettison System – Inspection	13
DCA/MBB117/32A	Generator Control Unit – Inspection	13
DCA/MBB117/33	Starter/Generator Relays – AFM Amendment and Modification	14
DCA/MBB117/34	Cancelled – EASA AD 2011-0168R1 refers	14
DCA/MBB117/35	Generator Control Unit – Inspection	15
DCA/MBB117/36	Tail Rotor Pitch Links – Inspection	15
DCA/MBB117/37	Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue	16
DCA/MBB117/38	Vertical Fin – Inspection	16
DCA/MBB117/39	Main Rotor System – Inspection	16
DCA/MBB117/40	Tail Rotor – Inspection	17
DCA/MBB117/41	Main Rotor Blades – Inspection	17
DCA/MBB117/42	External Rescue Hoist – Deactivation and Modification	17
DCA/MBB117/43	Cancelled – EASA AD 2013-0159 refers	17
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
2012-0196	Cancelled – EASA AD 2013-0135 refers	18
2012-0216	Autopilot – Dispatch Restriction	18
2012-0263	Cancelled – EASA AD 2013-0189 refers	18
2013-0135	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment	18
2013-0154	N2 Control Arm – Inspection and Modification	18
2013-0159	Cancelled – EASA AD 2017-0174 refers	18
2013-0176	Flight System Actuators – Inspection	18
2013-0182	Lateral and Longitudinal Trim Actuator – Inspection	18
2013-0189	Flight Control Display System Wire Harness - Modification	18
2014-0046-E	Cancelled – EASA AD 2014-0057 refers	18
2014-0057	Cancelled – EASA AD 2015-0019R1 refers	19
2014-0126	Automatic Flight Control System Wiring – Modification and AFM Amendment	19
2014-0180R1	Cancelled – EASA AD 2015-0166 refers	19
2014-0188R4	Emergency Flotation System – AFM Supplement	19
2014-0211	Hoist Control Pendant Wiring Harness – Inspection	19
2015-0019R1	External Rescue Hoist System – Inspection	19

2015-0044	Electrical Terminals – Inspection.....	19
2015-0045	Cancelled – EASA AD 2016-0002 refers	19
2015-0098	Starter-generator/Voltage Regulator Grounding – Inspection	19
2015-0144	Collective Lever Wiring Harness – Inspection	19
2015-0163R1	Doors Jettison System - Removal	20
2015-0166	Cancelled – EASA AD 2016-0060 refers	20
2015-0198	Cancelled – EASA AD 2019-030 refers	20
2015-0210R2	Cancelled – EASA AD 2017-0047 refers	20
2016-0001	Air Conditioning Air Inlet Cover Ring – Inspection	20
2016-0002	Main Rotor Blade Vibration Absorber – Inspection	20
2016-0060	Cancelled – EASA AD 2016-0142 refers	20
2016-0134	Tail Rotor Gearbox Housing - Inspection	20
2016-0142R1	Swashplate Assembly - Inspection.....	20
2017-0026	Overhead Panel Shock Mounts - Inspection	20
2017-0037	Rotor Mast Nut and Helical Gear Support - Inspection	21
2017-0038	Cable Cut Flip Guard - Inspection.....	21
2017-0047	Module Plate Assembly - Inspection	21
2010-0058R1	Tail Rotor, Cyclic and Collective Control Levers – Inspection	21
2017-0094	Trim Actuators – Inspection	21
2017-0146	Cancelled – EASA AD 2018-0230 refers	21
2017-0174	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment.....	21
2017-0177	Outboard Load System – Inspection.....	21
2017-0193	Main Rotor Mast – Inspection	21
2017-0238	Cancelled – EASA AD 2019-0208 refers	21
2018-0046	Tail Gearbox – Inspection	21
2018-0061	Blade Thimbles - Inspection.....	22
2011-0168R1	Instrument Lighting Display Brightness - Inspection.....	22
2018-0163	Cancelled – EASA AD 2021-0116 refers	22
2018-0225-E	Hook Mount Assembly - Inspection.....	22
2018-0230	Cancelled – EASA AD 2019-0208 refers	22
2018-0283	Cancelled – EASA AD 2020-0257 refers	22
2019-0030	Cancelled – EASA AD 2019-0275 refers	22
2019-0198	Flight Controls Wiring Harness - Modification	22
2019-0208	Aircraft Management Computer – Software Modification	22
FAA AD 2019-10-51	FAA STC SR00592DE – Inspection.....	22
2019-0258	Tail Rotor Drive Titanium Bolts – Inspection	22
2019-0275	Engine Mount Bushings – Inspection	23
2019-0305R1	Cabin Wiring Harness – Inspection.....	23
2019-0313	Cancelled – EASA AD 2022-0086 refers	23
2020-0013	Hand Held Fire Extinguishers – Inspection	23
2020-0064	Emergency Flotation System – Inspection	23
2020-0084	Collective Lever Switch Unit – Inspection	23
2020-0246	Lateral Control Rod Wiring – Inspection.....	23
2020-0257	Main Rotor Actuator – Inspection.....	23
2021-0074	Collective Bellcrank – Inspection.....	23
2021-0116	Co-pilot Collective Lever Wire Harness - Inspection	23
2021-0122	Time Limits and Maintenance Checks – Airworthiness Limitations Amendment.....	23
2021-0160	Main Rotor Flex Control Unit Bearing Pin – Inspection	24
2021-0231	Emergency Flashlight – Replacement.....	24
2021-0287	(Correction) Seat Belt Restraint System – Inspection	24
2021-0289-E	Aircraft Flight Manual - Amendment.....	24
2021-0290	(Correction) Airworthiness Limitations - Amendment	24
2022-0077-E	Flight Control Flexball Cables - Replacement.....	24
2022-0086	Tail Rotor Actuator - Inspection.....	24

2022-0097	Instrument Flight Rule Screens - Removal.....	24
2022-0143	Cancelled - EASA AD 2022-0168 refers	24
2022-0168R3	Integrated Modular Avionics and AFM - Inspection and Amendment.....	24
2022-0208	AFM Emergency and Malfunction Procedures - Amendment	25
2022-0228	Horizontal Control Rods Bolts - Replacement.....	25
2023-0006-E	Swashplate Assembly - Inspection.....	25
2023-0066	Hoist Boom Assembly - Inspection.....	25
2023-0175	Altitude Correction – AFM Amendment.....	25
2023-0213	Cargo Hook Damper – Inspection	25
2024-0107	Medical Equipment Support – Inspection.....	25
2024-0131	Main Rotor Control Rods / Pitch Links Assemblies– Inspection.....	25
2024-0222 (Correction)	Equipment Rack Extension Support Rails – Modification.....	25
2024-0237-E	Tail Rotor Actuator – Inspection.....	26
2024-0249	Cancelled – EASA AD 2026-0081 refers	26
2025-0027	Swashplate Inner and Outer Ring Bolts – Inspection.....	26
2025-0028	Main Rotor Head – Inspection.....	26
2025-0029	Swashplate – Inspection	26
2025-0051R1	Hoist – Replacement.....	26
2025-0055	Rescue Hoist Cable Drum – Inspection	26
2025-0153	Cargo Common Hook Beam – Modification	26
2025-0188	Large Hook Damper Assembly – Modification	27
2025-0217	Rotor Flight Control Fork Lever - Inspection	27
* 2025-0298-E	Cancelled – EASA AD 2026-0127 refers	27
2026-0050	Automatic Flight Control System – Functional Check Flight.....	27
2026-0078-E	Cancelled – EASA AD 2026-0091 refers	27
2026-0081	Warning Unit Emergency Off Switches – Operational Check / Replacement.....	27
2026-0087	Main Rotor Drive Vertical Mount – Inspection / Life Limitation	27
2026-0091	Main Rotor Drive Hub Shaft – Inspection	27
2026-0096	Integrated Modular Avionics and AFM - Inspection and Amendment.....	27
2026-0109	Low Pressure Oxygen Hoses - Replacement	27
* 2026-0127	Main Rotor Swashplate - Inspection.....	27

DCA/MBB117/1 Cargo Hook - Modification

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

DCA/MBB117/2 Main Transmission Assembly – Inspection

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

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

- Effective Date:** 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

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

DCA/MBB117/5 Fire Extinguishing System – Inspection

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

DCA/MBB117/6 Main Rotor Blade Bolts – Inspection

Applicability: All model MBB-BK117 aircraft.

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

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

Effective Date: 31 May 2007

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

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

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

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

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

Effective Date: 31 May 2007

DCA/MBB117/8 Fuel System – Inspection

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

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

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

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

Effective Date: 31 May 2007

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

Effective Date: 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

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

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

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

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

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

Effective Date: 9 October 2012

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

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

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

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

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

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

Effective Date: 24 April 2008

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

Effective Date: 14 September 2007

DCA/MBB117/15 Fire Protection System – Rework

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

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

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

Effective Date: 31 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance:

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

Effective Date: 30 July 2009

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

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

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

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

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

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

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

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

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

Compliance:

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

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

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

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

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

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

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

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

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

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

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

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

Compliance:

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

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

DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers**Effective Date:** 29 September 2011**DCA/MBB117/28 Main Rotor Controls – Inspection****Applicability:** Model MBB-BK 117 C-2 helicopters, all S/N.**Requirement:** To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

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

"For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the right-rear side, where 20 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.

For hover out of ground effect in density altitudes above 7000ft, controllability has also been demonstrated for winds up to 30 kts, except for winds from the right to the right-rear side, where 17 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated."

Revise the AFM and introduce the the information in appendix 2 of EASA AD 2010-0248 into the AFM supplement 9.2-11 "External Hoist System", as applicable.

Note 1: Requirement 1 of this AD may be accomplished by inserting a copy of appendices 1 and 2 of EASA AD 2010-0248 into the AFM.

2. Inspect the rigging of the power boosted section of the main rotor controls per the instructions in ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 or later EASA approved revisions.

If improper rigging is found, correct the rigging per the instructions in TR 12b dated 16 September 2010 of the MBB-BK117 C-2 AMM.

When the inspection and corrective actions per requirement 2 have been accomplished, remove the AFM changes introduced by requirement 1 of this AD.

3. Any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be accomplished per the instructions in TR 12b of the MBB-BK117 C-2 AMM.

Note 2: Compliance with requirements 3 of this AD can be accomplished by revising the Aircraft Maintenance Programme by incorporating the rigging instructions contained in ECD TR 12b of MBB BK117 C-2 AMM.**Note 3:** ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 and ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010 and later EASA approved revisions of these documents is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0248 refers)**Compliance:**

1. By 23 January 2011.
2. Within the next 300 hours TIS or by 23 December 2011, whichever occurs sooner.
3. From 23 December 2010.

Effective Date: 23 December 2010**DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers****Effective Date:** 6 September 2011

DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N fitted with a Three-Axis Autopilot System.

Requirement: To prevent a condition which could result in the autopilot conducting a descent and level off below the minimum safety altitude, amend supplement 9.2-1 for the Automatic Flight Control System in the AFM with the flight manual pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 dated 20 December 2010 or later EASA approved revisions and inform the flight crew.
(EASA AD 2010-0270-E refers)

Compliance: Before the next IFR flight.

Effective Date: 27 January 2011

DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection

Applicability: Model MBB-BK117 C-2 helicopters, all S/N fitted with jettisonable sliding doors.

Requirement: To prevent unintended jettison of a sliding door during normal opening due to possible incorrect installation of the door guides and release cables which could result in loss of the door in flight, damage to the aircraft and/or loss of aircraft control, accomplish the following:

Inspect the sliding door installation, the door guides and the release mechanism per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

If any defects are found as described in ECD ASB MBB-BK117 C-2-52A-015 accomplish the applicable corrective actions per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

Note: ECD ASB MBB BK117 C-2-52A-015 dated 26 April 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0107 refers)

Compliance: Within the next 50 hours TIS or by 30 August 2011 whichever occurs sooner, and thereafter every time the door guides of jettisonable sliding doors are installed.

Effective Date: 30 June 2011

DCA/MBB117/32A Generator Control Unit – Inspection

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

Note: This AD revised to extend the AD compliance time for those aircraft embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011.

Requirement: To prevent loss of generator electrical power due to a possible electrical short circuit in the Generator Control Unit (GCU), accomplish the following:

1. For helicopters not embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011:

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 6 September 2011

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

Effective Date: 26 April 2018

DCA/MBB117/35 Generator Control Unit – Inspection

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

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

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

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

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

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

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

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

Compliance:

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

Effective Date: 8 December 2011

DCA/MBB117/36 Tail Rotor Pitch Links – Inspection

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

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

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

Effective Date: 7 August 2012

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

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

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

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

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

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

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

Effective Date: 27 September 2012

DCA/MBB117/38 Vertical Fin – Inspection

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

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

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

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

Effective Date: 27 September 2012

DCA/MBB117/39 Main Rotor System – Inspection

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

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

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

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

Effective Date: 27 September 2012

DCA/MBB117/40 Tail Rotor – Inspection

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

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

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

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

Effective Date: 27 September 2012

DCA/MBB117/41 Main Rotor Blades – Inspection

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

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

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

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

Effective Date: 27 September 2012

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

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

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

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

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

Effective Date: 27 September 2012

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

Effective Date: 5 August 2013

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

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

2012-0196 Cancelled – EASA AD 2013-0135 refers

Effective Date: 16 July 2013

2012-0216 Autopilot – Dispatch Restriction

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

Effective Date: 22 October 2012

2012-0263 Cancelled – EASA AD 2013-0189 refers

Effective Date: 2 September 2013

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

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

Effective Date: 16 July 2013

2013-0154 N2 Control Arm – Inspection and Modification

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

Effective Date: 5 August 2013

2013-0159 Cancelled – EASA AD 2017-0174 refers

Effective Date: 28 September 2017

2013-0176 Flight System Actuators – Inspection

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

Effective Date: 21 August 2013

2013-0182 Lateral and Longitudinal Trim Actuator – Inspection

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

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

Effective Date: 26 August 2013

2013-0189 Flight Control Display System Wire Harness - Modification

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

Effective Date: 2 September 2013

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

Effective Date: 7 March 2014

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

Effective Date: 13 February 2015

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

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

Effective Date: 29 May 2014

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

Effective Date: 25 August 2015

2014-0188R4 Emergency Flotation System – AFM Supplement

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

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

2014-0211 Hoist Control Pendant Wiring Harness – Inspection

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

Effective Date: 22 September 2014

2015-0019R1 External Rescue Hoist System – Inspection

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

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

2015-0044 Electrical Terminals – Inspection

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

Effective Date: 27 March 2015

2015-0045 Cancelled – EASA AD 2016-0002 refers

Effective Date: 18 January 2016

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

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

Effective Date: 16 June 2015

2015-0144 Collective Lever Wiring Harness – Inspection

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

Effective Date: 4 August 2015

2015-0163R1 Doors Jettison System - Removal

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

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

2015-0166 Cancelled – EASA AD 2016-0060 refers

Effective Date: 6 April 2016

2015-0198 Cancelled – EASA AD 2019-030 refers

Effective Date: 28 February 2019

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

Effective Date: 27 March 2017

2016-0001 Air Conditioning Air Inlet Cover Ring – Inspection

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

Effective Date: 18 January 2016

2016-0002 Main Rotor Blade Vibration Absorber – Inspection

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

Effective Date: 18 January 2016

2016-0060 Cancelled – EASA AD 2016-0142 refers

Effective Date: 2 August 2016

2016-0134 Tail Rotor Gearbox Housing - Inspection

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

Effective Date: 22 July 2016

2016-0142R1 Swashplate Assembly - Inspection

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

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

2017-0026 Overhead Panel Shock Mounts - Inspection

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

Effective Date: 28 February 2017

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

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

Effective Date: 8 March 2017

2017-0038 Cable Cut Flip Guard - Inspection

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

Effective Date: 8 March 2017

2017-0047 Module Plate Assembly - Inspection

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

Effective Date: 27 March 2017

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

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

Effective Date: 7 April 2017

2017-0094 Trim Actuators – Inspection

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

Effective Date: 29 June 2017

2017-0146 Cancelled – EASA AD 2018-0230 refers

Effective Date: 6 November 2018

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

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

Effective Date: 28 September 2017

2017-0177 Outboard Load System – Inspection

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

Effective Date: 28 September 2017

2017-0193 Main Rotor Mast – Inspection

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

Effective Date: 26 October 2017

2017-0238 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0046 Tail Gearbox – Inspection

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

Effective Date: 5 March 2018

2018-0061 Blade Thimbles - Inspection

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

Effective Date: 27 March 2018

2011-0168R1 Instrument Lighting Display Brightness - Inspection

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

Effective Date: 26 April 2018

2018-0163 Cancelled – EASA AD 2021-0116 refers

Effective Date: 10 May 2021

2018-0225-E Hook Mount Assembly - Inspection

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

Effective Date: 22 October 2018

2018-0230 Cancelled – EASA AD 2019-0208 refers

Effective Date: 29 August 2019

2018-0283 Cancelled – EASA AD 2020-0257 refers

Effective Date: 1 December 2020

2019-0030 Cancelled – EASA AD 2019-0275 refers

Effective Date: 21 November 2019

2019-0198 Flight Controls Wiring Harness - Modification

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

Effective Date: 31 August 2019

2019-0208 Aircraft Management Computer – Software Modification

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

Effective Date: 29 August 2019

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

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

Effective Date: 19 September 2019

2019-0258 Tail Rotor Drive Titanium Bolts – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 1 November 2019

2019-0275 Engine Mount Bushings – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N.

Effective Date: 21 November 2019

2019-0305R1 Cabin Wiring Harness – Inspection

Applicability: MBB-BK 117 D-2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters SB MBB-BK117 D-2-25-022, original issue dated 30 June 2021, or later EASA approved revision.

Effective Date: 29 July 2021

2019-0313 Cancelled – EASA AD 2022-0086 refers

Effective Date: 27 May 2022

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: MBB-BK117 A-1, A-3, A-4, B-1, B-2, C-1, C-2 and D-2 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0084 Collective Lever Switch Unit – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 17 April 2020

2020-0246 Lateral Control Rod Wiring – Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20334 inclusive, except S/N 20274, 20281, 20284, 20286, 20320, 20322, 20327, 20328, 20331 and 20332.

Effective Date: 26 November 2020

2020-0257 Main Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 1 December 2020

2021-0074 Collective Bellcrank – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK D-2 helicopters, all S/N.

Effective Date: 29 March 2021

2021-0116 Co-pilot Collective Lever Wire Harness - Inspection

Applicability: MBB-BK117 D-2 helicopters, all S/N up to 20340.

Effective Date: 10 May 2021

2021-0122 Time Limits and Maintenance Checks – Airworthiness Limitations Amendment

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all S/N.

Effective Date: 27 May 2021

2021-0160 Main Rotor Flex Control Unit Bearing Pin – Inspection

Applicability: MBB-BK117 D-3 helicopters, all S/N, including MBB-BK117 D-2 helicopters that have been converted into MBB-BK117 D-3 with the embodiment of Airbus Helicopters SB MBB-BK117 D-2-00-003.

Effective Date: 29 July 2021

2021-0231 Emergency Flashlight – Replacement

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 29 October 2021

2021-0287 (Correction) Seat Belt Restraint System – Inspection

Applicability: MBB-BK117 C-2, D-2 and D-3 helicopters, all S/N embodied with EASA STC 10038915 or STC 10055175.

Note: This AD re-issued to correct a STC number. Refer EASA STC 10038915 in the applicability.

Effective Date: EASA AD 2021-0287 - 27 January 2022
EASA AD 2021-0287 (Correction) - 24 February 2022

2021-0289-E Aircraft Flight Manual - Amendment

Applicability: MBB-BK117 C-2, D-2, D3 and D-3m helicopters, all S/N.

Effective Date: 27 December 2021

2021-0290 (Correction) Airworthiness Limitations - Amendment

Applicability: MBB-BK117 D3 and D-3m helicopters, all S/N.

Effective Date: EASA AD 2021-0290 (Correction) - 27 January 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: MBB-BK 117 D-2, MBB-BK 117 D-3, MBB-BK 117 D-3m and MBB-BK 117 C-2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0086 Tail Rotor Actuator - Inspection

Applicability: MBB-BK117 C-2 helicopters, all S/N.

Effective Date: 27 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled - EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168R3 Integrated Modular Avionics and AFM - Inspection and Amendment

Applicability: MBB-BK117 D-2 (MBB-BK117 D-2m variant only) and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: EASA AD 2022-0168 - 31 August 2022
EASA AD 2022-0168R1 - 26 September 2025
EASA AD 2022-0168R2 - 11 November 2025
EASA AD 2022-0168R3 - 4 June 2026

2022-0208 AFM Emergency and Malfunction Procedures - Amendment**Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, S/N 20070, 21016 and onwards.**Effective Date:** 25 October 2022**2022-0228 Horizontal Control Rods Bolts - Replacement****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 22 December 2022**2023-0006-E Swashplate Assembly - Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 16 January 2023**2023-0066 Hoist Boom Assembly - Inspection****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.**Effective Date:** 7 April 2023**2023-0175 Altitude Correction – AFM Amendment****Applicability:** MBB-BK117 D-2, D-2m, D-3 and D-3m helicopters, all S/N.**Effective Date:** 26 October 2023**2023-0213 Cargo Hook Damper – Inspection****Applicability:** MBB-BK117 C-2, D-2, D-3 and D-3m helicopters, all variants, all S/N.**Effective Date:** 22 December 2023**2024-0107 Medical Equipment Support – Inspection****Applicability:** MBB-BK117 D-2 and D-3 helicopters, all S/N if modified in accordance with EASA STC 10051018 up to revision 4 (inclusive).**Effective Date:** 17 June 2024**2024-0131 Main Rotor Control Rods / Pitch Links Assemblies– Inspection****Applicability:** MBB-BK117 C-2 and D-2 helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0222 (Correction) Equipment Rack Extension Support Rails – Modification****Applicability:** MBB-BK117 C-2, all variants, all S/N, if embodied with EASA STC EASA.R.S.01506, EASA STC 10016765 Rev. 3 (previously STC EASA.IM.R.S.01096), EASA STC 10016793 Rev. 2 (previously STC EASA.IM.R.S.01143), EASA STC 10017157 Rev. 1 (previously STC EASA.R.S.01265), EASA STC 10030992 Rev. 3, EASA STC 10039944 Rev. 1 (previously STC FOCA.21J.004-SADD-2005-001, or STC LBA STC RC 1240), or EASA STC 10075050 (previously STC FOCA 25-20-95, or LBA STC RC 1231), or any earlier revision.**Effective Date:** EASA AD 2024-0222 - 6 December 2024
EASA AD 2024-0222 (Correction) - 30 January 2025

2024-0237-E Tail Rotor Actuator – Inspection**Applicability:** MBB-BK117 C-2 helicopters, all variants, all S/N.**Effective Date:** 11 December 2024**2024-0249 Cancelled – EASA AD 2026-0081 refers****Effective Date:** 4 May 2026**2025-0027 Swashplate Inner and Outer Ring Bolts – Inspection****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m, helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0028 Main Rotor Head – Inspection****Applicability:** MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0029 Swashplate – Inspection****Applicability:** MBB-BK117 D-3 and D-3m helicopters, all S/N.**Effective Date:** 27 February 2025**2025-0051R1 Hoist – Replacement****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.**Note:** Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.**Affected Part:** Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.**Effective Date:** EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025**2025-0055 Rescue Hoist Cable Drum – Inspection****Applicability:** MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**Affected Part:** Rescue Hoist Assembly with P/N 44301-10-2, P/N 44301-10-4, P/N 44301-10-5, P/N 44301-10-6, P/N 44301-10-7, P/N 44301-10-10, P/N 44301-10-11, P/N 44301-10-12 or P/N 44301-10-13.**Effective Date:** 27 March 2025**2025-0153 Cargo Common Hook Beam – Modification****Applicability:** MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 1 August 2025

2025-0188 Large Hook Damper Assembly – Modification**Applicability:** MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.**Effective Date:** 25 September 2025**2025-0217 Rotor Flight Control Fork Lever - Inspection****Applicability:** MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all variants, all S/N.**Effective Date:** 30 October 2025*** 2025-0298-E Cancelled – EASA AD 2026-0127 refers****Effective Date:** 23 July 2026**2026-0050 Automatic Flight Control System – Functional Check Flight****Applicability:** MBB-BK117 D-2 (all variants), MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 26 March 2026**2026-0078-E Cancelled – EASA AD 2026-0091 refers****Effective Date:** 4 June 2026**2026-0081 Warning Unit Emergency Off Switches – Operational Check / Replacement****Applicability:** MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.**Effective Date:** 4 May 2026**2026-0087 Main Rotor Drive Vertical Mount – Inspection / Life Limitation****Applicability:** MBB-BK117 D-2 (all variants), D-3 and D-3m helicopters, all S/N.**Effective Date:** 4 June 2026**2026-0091 Main Rotor Drive Hub Shaft – Inspection****Applicability:** MBB-BK117 D-3 and D-3m helicopters, all S/N.**Effective Date:** 4 June 2026**2026-0096 Integrated Modular Avionics and AFM - Inspection and Amendment****Applicability:** MBB-BK117 D-2 helicopters, except the D-2m variant, and MBB-BK117 D-3 helicopters, S/N 20001 through to 20360 (inclusive) and S/N 21001 through to 21999 (inclusive).**Effective Date:** 4 June 2026**2026-0109 Low Pressure Oxygen Hoses - Replacement****Applicability:** MBB-BK117 D-2 and D-3 helicopters, all S/N embodied with EASA STC 10051018 up to revision 5 (inclusive).**Effective Date:** 25 June 2026*** 2026-0127 Main Rotor Swashplate - Inspection****Applicability:** MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.**Effective Date:** 23 July 2026

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

23 July 2026

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters EC 130 B4 and EC 130 T2 manufactured under EASA Type Certificate No. R.008.
 2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs can be obtained directly from the EASA website at:
<http://ad.easa.europa.eu/>

The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

Contents

DCA/EC130/1	Hydraulic Fluid - Replacement	4
DCA/EC130/2	Starflex Bush - Inspection	4
DCA/EC130/3	HSI – Inspection.....	4
DCA/EC130/4	Hawker Pacific TRW-SAMM Main Servocontrols - Removal	5
DCA/EC130/5A	Collective Friction – Modification and Inspection	5
DCA/EC130/6	Air Intake Cowling Attachment Fittings - Inspection	6
DCA/EC130/7A	Flight Control Stops – Inspection and Modification	6
DCA/EC130/8A	Fuel Transfer Line – Inspection and Rework.....	7
DCA/EC130/9	Fuel Bleed Lever - Modification.....	7
DCA/EC130/10C	Cabin Vibration Damper Assemblies – Inspection and Modification	8
DCA/EC130/11A	Engine Twist Grip Control – Inspection and Modification	9
DCA/EC130/12	Lateral Cargo Hold Doors – Operation.....	9
DCA/EC130/13	Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement.....	10
DCA/EC130/14A	Battery Overheat Sensing Circuit - Modification.....	10
DCA/EC130/15	Cancelled – DCA/EC130/21 refers.....	10
DCA/EC130/16	Cancelled – EASA AD 2026-0089 refers	10
DCA/EC130/17A	Emergency Flotation Gear Electrical Harnesses – Inspection & Modification	10
DCA/EC130/18	Main & Tail Rotor Servo Controls – Inspection and Rework	11
DCA/EC130/19A	Cancelled – DCA/EC130/27 refers.....	11
DCA/EC130/20	Energy Absorbing Seats - Modification	11
DCA/EC130/21	Twist Grip Assembly – Inspection and Replacement	12
DCA/EC130/22	Cancelled – DCA/EC130/23 refers.....	13
DCA/EC130/23	Starter Generator Damping Assembly – Adjustment and Marking.....	13
DCA/EC130/24	Cancelled – DCA/EC130/29 refers.....	13
DCA/EC130/25	Cancelled – EASA AD 2013-0061 refers	13
DCA/EC130/26	Emergency Flotation Gear Wiring – Inspection, Rework and Modification.....	13
DCA/EC130/27A	Centre Windscreen – AFM Amendment and Replacement.....	14
DCA/EC130/28	Cancelled – EASA AD 2014-0114-E refers.....	15
DCA/EC130/29	Emergency Flotation Gear – Inspection and Modification	15

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design

airworthiness directives aviation.govt.nz	If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.	16
2013-0061	Cancelled – EASA AD 2013-0191-E refers	16
2013-0088	Cancelled – EASA AD 2015-0132 refers	16
2013-0093	Cancelled – EASA AD 2015-0020 refers	16
2013-0191-E	Cancelled – EASA AD 2017-0052 refers	16
2013-0287	Cancelled – EASA AD 2021-0195 Refers	16
2014-0114R2	Tail Boom Fenestron Junction Frame – Inspection and Repair	16
2014-0132R1	Rotating Star Swashplate – Inspection	16
2014-0145R1	Cancelled – EASA AD 2015-0033-E refers	16
2014-0229R1	Main Gearbox Oil Cooler Fan Hopper – Inspection	16
2015-0020	Cancelled – EASA AD 2020-0095 refers	17
2015-0033R1	Cancelled – EASA AD 2016-0240 refers	17
2015-0094	Cancelled by EASA on 3 September 2021	17
2015-0132	Cancelled – EASA AD 2021-0194 Refers	17
2016-0023	Main Gearbox Casings – Inspection	17
2016-0240	Cancelled – EASA AD 2017-0066-E	17
2017-0032	Cancelled by EASA on 11 August 2021	17
2017-0052	Cancelled – EASA AD 2017-0059 refers	17
2017-0059	Cancelled – EASA AD 2023-0133 refers	17
2017-0062	Collective Pitch Control – Inspection	17
2017-0066-E	Cancelled – EASA AD 2017-0080 refers	17
2017-0080	Cancelled – EASA AD 2018-0104 refers	17
2017-0089R1	Main Rotor Mast Upper Bearing - Inspection	17
2018-0104R2	Tail Boom Fenestron Junction Frame - Inspection	18
2018-0152	Cancelled – EASA AD 2022-0128 refers	18
2018-0182	Tail Rotor Blade - Reduced Life Limitation	18
2018-0206	Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection	18
FAA AD 2018-25-17	Air Comm Corp Air Conditioning System – Inspection	18
2019-0001	Cancelled – EASA AD 2020-0069 refers	18
2019-0184	Main Rotor Servo Actuators – Inspection	18
2019-0225-E	MGB Drive Shaft / Engine Coupling – Inspection	18
2020-0064	Emergency Flotation System – Inspection	18
2020-0069	Sliding Door Opening Mechanism – Inspection	18
2020-0095	Sliding Door Star Support – Inspection	19
2020-0187	Tail Rotor Blades – Inspection	19
2021-0048	Cancelled – EASA AD 2023-0064 refers	19
2021-0168	Cancelled – EASA AD 2024-0018 refers	19
2021-0194R1	Cancelled – EASA AD 2024-0133 refers	19
2021-0195	Engine Digital ECU Emergency Procedure – AFM Amendment	19
2021-0216	Engine to MGB Coupling Shaft – Inspection	19
2021-0235-E	Cancelled – EASA AD 2021-0283-E refers	19
2021-0283R1	Cancelled – EASA AD 2023-0028 refers	19
2022-0053	Skid Type Landing Gear – Inspection	19
2022-0077-E	Flight Control Flexball Cables - Replacement	19
2022-0128	Main Gearbox Bracket Bolts - Inspection	19
2022-0150R1	Tail Rotor Blades - Inspection	20
2022-0251-E	Cancelled - EASA AD 2023-0190-E refers	20
2023-0028	Cancelled - EASA AD 2023-0214 refers	20
2023-0044	Main Gearbox Planet Gear - Inspection	20
2023-0064	Main Rotor Pitch Rod Upper Links - Inspection	20
2023-0107	(Correction) Cargo Swing Frame - Inspection	20
2023-0127	Main Gearbox Engine Coupling - Inspection	20
2023-0133	Cancelled – EASA AD 2023-0187 refers	20
2023-0166	Emergency Floatation System Supply Hose - Inspection	20

2023-0190R1	Cancelled - EASA AD 2024-0144 refers	20
2023-0187R1	Microswitches - Inspection	21
2023-0214	Rear Transmission Bearing Support - Inspection.....	21
2024-0018	Indicating / Recording Systems Control Unit – Inspection.....	21
2024-0113	Tail Rotor Hub Tension-Torsion Bars – Inspection	21
2024-0133	Airworthiness Limitations Section - Amendment	21
2024-0144	Tail Rotor Drive Shaft - Inspection	21
2024-0232	Door Star Support - Modification.....	21
2025-0025	Emergency Release Control of Cargo Swing Installation – Inspection.....	22
2025-0062	Main Rotor Blades – Replacement	22
2025-0137	Cancelled – EASA AD 2026-0101 refers	22
2025-0159	Sliding Door Placards - Installation	22
2025-0249-E	Cancelled – EASA AD 2025-0262-E refers.....	22
2025-0262-E	Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit.....	22
* 2026-0052R1	Fuse Cover Attachment of Circuit Breaker Panel - Modification	22
2026-0089	Starter Generator Limitation Label - Installation.....	22
2026-0101	Airworthiness Limitations Section - Amendment	22
2026-0111	Tail Rotor Drive Shaft Sleeves - Inspection.....	22
* 2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection.....	23

DCA/EC130/1 Hydraulic Fluid - Replacement

Applicability: Model EC 130B4 pre mod 073718

Requirement: The use of hydraulic fluid MIL-H-5606 (NATO code H-515) is prohibited for servo-controls on these aircraft.

1. To prevent replenishment with this fluid, modify the labels on the hydraulic reservoirs per para 2.B.1 of Eurocopter Alert Telex 29A001.

2. If MIL-H-5606 hydraulic fluid has been used on the aircraft, drain, and flush the hydraulic system before replenishing them with MIL-H-83282 hydraulic fluid per the instructions in para 2.B.2 of Telex 29A001.

(DGAC AD 2001-501-001(A) R1 refers)

Compliance: 1. Before next flight.
2. Within 50 hours TIS.

Effective Date: 28 November 2002

DCA/EC130/2 Starflex Bush - Inspection

Applicability: EC 130B4 equipped with 'Starflex' P/N 350A31.1916.00 prior to incorporation of mod 076221.

Requirement: 1. To detect bonding failure of the metal bush installed in each 'Starflex' arm end, inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush per para 2 of EC 130 Alert Telex 05A001 R2. If a gap is found, replace the starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) per para 2 of EC130 ASB 62A001.

(DGAC AD 2001-559-002(A)R3 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.
2. By 28 November 2002

Effective Date: 28 November 2002

DCA/EC130/3 HSI – Inspection

Applicability: EC130B4 equipped with HSI KI 525A

Requirement: To prevent navigational errors due to incorrect installation of the HSI KI 525A, P/N 066-3046-07, accomplish the following:

Check the P/N of the HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions of para 2.A.1 or 2.A.2 of EC130 Alert Telex 34A002 as appropriate to the aircraft installation.

(DGAC AD 2002-279-003(A) refers)

Compliance: Before further flight.

Effective Date: 28 November 2002

DCA/EC130/4 Hawker Pacific TRW-SAMM Main Servocontrols - Removal

Applicability: Model EC130 B4 equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per EC 130 Alert Telex 67A001.

(DGAC AD 2002-316-004(A) refers)

Compliance: For servo controls with less than 1000 hours TTIS, replace within next 550 hours TIS or by 27 June 2003, whichever occurs first.
For servo controls with between 1000 and 1300 hours TTIS, replace before 1550 hours TTIS or by 28 March 2003, whichever occurs first.
For servo controls with 1300 or more hours TTIS, replace within next 250 hours TIS or by 28 December 2002, whichever occurs first.

Effective Date: 28 November 2002

DCA/EC130/5A Collective Friction – Modification and Inspection

Applicability: Model EC 130 B4 aircraft not embodied with modification 07-3791.

Note: No action required if already in compliance with DCA/EC130/5. The applicability of this AD revised to exclude those aircraft embodied with modification 07-3791.

Requirement: To prevent possible binding of the collective in the full up position and possible loss of aircraft control accomplish the following:

1. Secure each pad and spherical bearing element to the lever using adhesive per paragraph 2.B.1 of Eurocopter EC 130 ASB No. 67A003 dated 25 November 2004.
2. Subsequent to the modification in requirement 1, reinspect per paragraph 2.B.2 of ASB No. 67A003 to check the bonding quality.

(DGAC AD 2002-607R1 refers)

Compliance: 1. Within 100 hours TIS or by 27 February 2009 whichever occurs first, unless previously accomplished.
2. Reinspect within 100 hours TIS or 13 months following compliance with requirement 1 whichever occurs first, unless previously accomplished.

Effective Date: DCA/EC130/5 - 19 December 2002
DCA/EC130/5A - 27 November 2008

DCA/EC130/6 Air Intake Cowling Attachment Fittings - Inspection

Applicability: Model EC 130B4 equipped with air intake cowling attachment fittings 350A25-0405-00, -01, -02, -03, -04, -05.

Requirement: To prevent loss of air intake cowling in flight, accomplish the following:-

Visually check the condition of the two forward fittings per Eurocopter ASB EC 130 53A004. If one or two forward fittings are failed or cracked, check the condition of the centre and aft fittings. If any fittings are failed, replace them before further flight.

If one or more, (forward, centre or aft) fittings are cracked:

Before further flight, replace each cracked fitting if it has more than 2 cracks or a single crack that is longer than 10 mm.

A cracked fitting which has 1 or 2 cracks or a single crack equal to or less than 10 mm in length, may remain in service after stopping the crack(s). Repetitive inspections are required at intervals not to exceed 20 hours TIS.

(DGAC AD U2003-358(A) refers)

Compliance: At 100 hours TTIS or within next 10 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 20 September 2003

DCA/EC130/7A Flight Control Stops – Inspection and Modification

Applicability: Model EC130 B4 aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC130 ASB 67A004 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A004.

(DGAC AD F-2003-322R1 refers)

Compliance:

1. Within 100 hours TIS.
2. Within 500 hours TIS.

Effective Date: DCA/EC130/7 - 18 December 2003
DCA/EC130/7A - 28 July 2005

DCA/EC130/8A Fuel Transfer Line – Inspection and Rework

Applicability: Model EC130 B4 fitted with an engine flush system.

Note 1: The applicability of this AD revised to only include those aircraft fitted with the optional engine flush system.

Requirement: To prevent chafing damage between the fuel transfer line and the air bleed valve exhaust duct, inspect the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area per the instructions in paragraph 2.B.1 of Eurocopter EC 130 ASB No. 71A001.

If any wear marks are found accomplish the following:

If the wear marks are less than or equal to 0.05 mm, accomplish the maintenance procedure defined in the Engine Maintenance Manual.

If the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 hours TIS or within one month whichever occurs sooner.

If the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line before further flight.

If insufficient clearance is found between the fuel transfer line and the air bleed valve exhaust duct, reposition the air exhaust duct per paragraph 2.B.2 of ASB No. 71A001 before further flight.

If the exhaust duct is found perforated, replace the duct before performing an engine flush.

Note 2: Position the air exhaust duct per paragraph 2.B.2 of of ASB No. 71A001 whenever a air bleed valve exhaust duct if fitted, or whenever work is carried out on a duct.
(DGAC AD F-2003-209 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter whenever work is performed on the air bleed valve exhaust duct.

Effective Date: DCA/EC130/8 - 18 December 2003
DCA/EC130/8A - 27 August 2009

DCA/EC130/9 Fuel Bleed Lever - Modification

Applicability: EC 130 B4 helicopters pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever in compliance with Eurocopter EC 130 Alert Service Bulletin No. 28A001.

(DGAC AD F-2004-034 refers)

Compliance: Within 100 hours TIS

Effective Date: 25 March 2004

DCA/EC130/10C Cabin Vibration Damper Assemblies – Inspection and Modification

Applicability: All model EC 130 B4 aircraft fitted with all P/N cabin vibration damper blades with MOD 073565 not embodied.

Requirement: To prevent failure of the blades of the cabin vibration damper assemblies, which could lead to the jamming of the flight controls bellcrank, accomplish the following:

1. Inspect the visible areas of the blades of each of the cabin vibration damper assemblies which are installed on both the RH and LH sides of the aircraft for cracks, per Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A002.

Replace cracked blades per EC 130 ASB No. 05A002, before further flight.

Note 1: After blade replacement, continue inspecting the blades for cracks, per EC 130 ASB 05A002 at every daily post flight inspection, until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

2. For aircraft with MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007) not embodied:

Install a vibration damper/casing assembly on the RH and LH side of the helicopter, per the instructions in paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 53A008.

3. For aircraft with MOD 073521 (SB No. 53-006) embodied or with MOD 073525 (SB No. 53-007) embodied:

Install a vibration damper/casing assembly on the RH and LH side of the aircraft, per the instructions in paragraphs 2.B.1, 2.B.3. and 2.B.5. of ASB No. 53A008.

(EASA AD 2006-0278 refers)

Compliance: 1. At every daily post flight inspection.

Note 2: Compliance with requirement 1 of this AD maybe accomplished by adding the daily post flight inspection to the tech log.

2. & 3. By 31 March 2007.

Effective Date: DCA/EC130/10A - 28 July 2005
DCA/EC130/10B - 29 September 2005
DCA/EC130/10C - 28 September 2006

DCA/EC130/11A Engine Twist Grip Control – Inspection and Modification

- Applicability:** All model EC 130B4 aircraft fitted with twist grips with MOD 073773 not embodied.
- Requirement:** To prevent the twist grip assembly jamming in the idle position, accomplish the following:
1. Inspect and functionally check the twist grip assembly, per the instructions in paragraph 2.B.2. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A003.
 2. Modify the twist grip assemblies per paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A009.
- (EASA 2006-0272 refers)
- Note 1:** Every time work is carried out in the area of the twist grip assembly, which may lead to ingress of foreign objects (e.g. chips), accomplish the instructions per paragraph 2.B.2. of ASB No. 05A003.
- Note 2:** Accomplishment of requirement 2 is a terminating action to the requirements of this AD.
- Note 3:** Before installing twist grip assemblies held as spares, accomplish the instructions in paragraph 2.B.6. of ASB No. 67A009.
- Compliance:**
1. Within the next 30 hours TIS, unless already accomplished within the last 100 hours TIS, and thereafter at intervals not exceeding 100 hours TIS.
 2. By 31 December 2006.
- Effective Date:** DCA/EC130/11 - 29 September 2005
DCA/EC130/11A - 28 September 2006

DCA/EC130/12 Lateral Cargo Hold Doors – Operation

- Applicability:** Model EC 130 B4 helicopters fitted with one or two lateral cargo hold doors and not modified per MOD 073542.
- Requirement:** To prevent the loss of the cargo hold doors in flight, due to aerodynamic loads and the center lock of the cargo hold doors being unlocked, key-lock the center lock of the right and left lateral cargo hold doors, per the instructions given in paragraph 1.E.2.a. of Eurocopter EC 130 Alert Service Bulletin No. 04A001.
- (DGAC AD F-2004-066 R1 refers)
- Note 1:** The embodiment of MOD 073542 (i.e. compliance with Eurocopter EC 130 SB No. 52-005) on both lateral cargo hold doors, is a terminating action to the requirements of this AD.
- Compliance:** Before every flight.
- Note 2:** Certify AD compliance at time of raising tech log or equivalent.
- Effective Date:** 1 December 2005

DCA/EC130/13 Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement

Applicability: All EC 130 B4 aircraft delivered before 01 January 2005.

Requirement: To detect loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, inspect the tube-to-flange attachment of the tail rotor drive center section shaft for cracks and loose rivets, per the instructions given in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) Bulletin No. 65A002.

Check the perpendicularity of the No. 1 bearing, per the instructions given in paragraph 2.B. of ASB 65A002.

If a crack or loose rivet is found, replace the tail rotor drive center section shaft, prior further flight.

If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure per paragraph 2.B.2. of ASB 65A002.
(DGAC AD F-2005-190 refers)

Compliance: Within 50 hours TIS or by 22 March 2006, whichever is the sooner.

Effective Date: 22 December 2005

DCA/EC130/14A Battery Overheat Sensing Circuit - Modification

Applicability: All model EC 130 B4 aircraft which do not have MOD 07 3572 embodied.

Requirement: To prevent fire in the event of thermal runaway of the battery, due to the battery overheat sensing function failing to operate, modify the wiring of the battery overheat sensing circuit, per paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 24A001.
(EASA 2006-0246 refers)

Note: This modification to the wiring of the battery overheat sensing circuit is to be embodied irrespective whether the battery is located in the RH side baggage hold or the tail boom.

Compliance: Within the next 100 hours TIS or by 31 October 2006, whichever is the sooner.

Effective Date: DCA/EC130/14 - 30 March 2006
DCA/EC130/14A - 28 September 2006

DCA/EC130/15 Cancelled – DCA/EC130/21 refers

Effective Date: 30 October 2008

DCA/EC130/16 Cancelled – EASA AD 2026-0089 refers

Effective Date: 4 June 2026

DCA/EC130/17A Emergency Flotation Gear Electrical Harnesses – Inspection & Modification

Applicability: Model EC 130 B4 aircraft, all S/Ns embodied with MOD 073774 and not embodied with MOD 073591 (drawing 350A085340).

Note 1: This AD revised to clarify the applicability with no change to the AD requirement. This AD is not applicable to aircraft embodied with MOD 073591 (drawing 350A085340). MOD 073774 introduces screws and nuts in lieu of blind nuts for the attachment of the lower fairings and drawing 350A085342 is a temporary solution to ensure there is no interference between the electrical harness and the ends of the attachment screws.

Requirement: To prevent the lower fairing structure attachment screws interfering with the electrical harnesses and possibly causing short circuits and resulting in the inflation of the emergency flotation gear, accomplish the following:

1. Aircraft not embodied with drawing 350A085342:

Inspect the condition of the electrical harnesses and their attachment, and accomplish the corrective actions, as required per the instructions in paragraphs 2.B.1 through to 2.B.3 (drawing 350A085342) and 2.B.5 of Eurocopter EC 130 B4 ASB No. 88A001 revision 1 dated 17 April 2007 or later approved revisions.

2. All affected aircraft:

Inspect the condition of the electrical harnesses and accomplish the corrective actions per paragraphs 2.B.1., 2.B.2.a., 2.B.4. (MOD 073591 and drawing 350A085340) and paragraph 2.B.5. of ASB No. 88A001.

(EASA AD 2006-0344R1 refers)

Note 2: Accomplishing requirement 2 is a terminating action to this AD.

Note 3: Eurocopter EC 130 B4 ASB No. 88A001 pertains to drawings 350A085340 and 350A085342.

Compliance:

1. Within the next 10 hours TIS unless previously accomplished.
2. Within the next 500 hours TIS or by 25 September 2009, whichever occurs sooner.

Effective Date: DCA/EC130/17 - 22 November 2006
DCA/EC130/17A - 25 June 2009

DCA/EC130/18 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model EC 130 B4 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A010.
2. Replace all affected servo-controls per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

(EASA AD 2007-0099 refers)

Compliance:

1. By 31 July 2007.
2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/EC130/19A Cancelled – DCA/EC130/27 refers

Effective Date: 23 December 2010

DCA/EC130/20 Energy Absorbing Seats - Modification

Applicability: Model EC 130 B4 aircraft, all S/N not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an

emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A025.

(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC130/21 Twist Grip Assembly – Inspection and Replacement

Applicability: All model EC 130 B4 aircraft, all S/N fitted with a twist grip assembly on the pilot side with P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N all through 10 and 22 all through 66, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base.

Note 1: This AD supersedes DCA/EC130/15. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the “FLIGHT” position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Amend the limitations section of the AFM to include the following limitation:

With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 1 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

2. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Replace the drive tube and mark the collective lever per the instructions in paragraph 2.B. of Eurocopter EC 130 ASB No. 76A002 or later approved revisions, and remove the AFM amendment mandated by requirement 1.

3. A twist grip assembly P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever shall not be fitted to any aircraft unless the drive tube is replaced and the collective lever marked per the instructions in paragraphs 2.B.2 and 2.B.3 of ASB No. 76A002.

4. A twist grip assembly P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63 shall not be fitted on the pilot side of any aircraft, and a twist grip assembly P/N 350A27521201 with S/N all through 10 and 22 all through 66 shall not be fitted on the co-pilot side of any aircraft unless the bonding between the control pinion and the drive tube has been checked per paragraph 2.B.3. of Eurocopter EC 130 ASB No. 76A001 revision 1 or later approved revisions.

(EASA AD 2008-0184 refers)

Compliance:

1. By 30 November 2008.
2. Within 100 hours TIS or 30 July 2009 whichever occurs sooner.
3. From 30 October 2008.
4. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC130/22 Cancelled – DCA/EC130/23 refers

Effective Date: 4 March 2009

DCA/EC130/23 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model EC 130 B4 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a "004" mark on the data plate.

Note: This AD supersedes DCA/EC130/22 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

Requirement: To prevent failure of the 41 tooth pinion in the engine accessory gear box due to an inoperative starter generator torque damping system which could result in loss of engine power, accomplish the following:

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter EC130 ASB No. 80A003 revision 1 dated 06 February 2009 or later approved revisions.
2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per EC130 ASB No. 80A003.

(EASA AD 2009-0027 refers)

Compliance:

1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.
2. From 4 March 2009.

Effective Date: 4 March 2009

DCA/EC130/24 Cancelled – DCA/EC130/29 refers

Effective Date: 27 October 2011

DCA/EC130/25 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/EC130/26 Emergency Flotation Gear Wiring – Inspection, Rework and Modification

Applicability: Model EC 130 B4 helicopters, all S/N delivered before 15 April 2010 and fitted with a flotation gear unit "1G", P/N 350A63256300.

Requirement: To prevent uncontrolled in-flight deployment of the emergency flotation gear which could result in an aircraft pitch down attitude, unexpected aircraft deceleration and reduced aircraft control, accomplish the following:

1. Visually inspect the flotation gear unit "1G" to determine whether the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix per the instructions in paragraph 2.B.3.a. of Eurocopter EC130 ASB No 25A037 dated 27 April 2010 or later EASA approved revisions.

If the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix determine whether a rubber extrusion is fitted on the stringer per the instructions in paragraph 2.B.3.a. of the ASB before further flight. If a rubber extrusion is not found fitted accomplish requirement 2 of this AD.

If the flotation gear unit P/N 350A63256300 does not have an asterisk (*) suffix accomplish requirement 3 of this AD before further flight.

2. For flotation gear units P/N 350A63256300 that have an asterisk (*) suffix and do not have a rubber extrusion fitted:

Install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

3. For flotation gear units P/N 350A63256300 that do not have an asterisk (*) suffix:

Inspect the internal condition of the flotation gear unit "1G" per the instructions in paragraph 2.B.3.b. of the ASB and accomplish corrective actions as required.

4. Install a manufacturer approved flotation gear unit "1G" per the instructions in paragraph 2.B.2.a of ASB No 25A037, install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

5. A flotation gear unit "1G", P/N 350A63256300 shall not be fitted to any aircraft unless it has been identified, modified and reconditioned per the requirements in this AD.

(EASA AD 2010-0088-E refers)

Compliance:

1. Within the next 15 hours TIS.
2. By 10 August 2010.
3. Before further flight after requirement 1 is accomplished, and thereafter analyse the results and perform the relevant corrective actions, either once or repetitively as required, per the criteria and the compliance times specified in the flow chart on page 4 of ASB No 25A037. Note: Page 4 of ASB No 25A037 provides the interpretation of results after compliance with the instructions given in paragraph 2.B.3.b. of ASB No 25A037.
4. By 10 January 2010 unless previously accomplished per requirement 3 of this AD.
5. From 10 May 2010.

Effective Date: 10 May 2010

DCA/EC130/27A Centre Windscreen – AFM Amendment and Replacement

Applicability: Model EC 130 B4 helicopters, all S/N not embodied with Eurocopter MOD 07 3590 approved 8 April 2009.

Affected centre windshield panels are P/N 350A259025.00, 350A259004.00 and 350A259041.20. These panels do not have MOD 07 3590 embodied.

Note 1: No AD action required for aircraft fitted with centre windshield panel P/N 350A259045.20 (MOD 07 3590). DCA/EC130/27A revised to introduce CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 which has been revised to introduce MOD 07 3590 as a terminating action for the limitations specified in the supplement. The supplement is applicable to aircraft not embodied with MOD 07 3590.

Requirement: To prevent failure of the centre windshield panel in flight, accomplish the following:

1. Amend the limitations section of the EC 130 B4 AFM (AIR 2782) and insert the CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 facing page 2-ii. Compliance with the limitations section is mandatory.
2. Replace the centre windshield panel with P/N 350A259045.20 per the instructions in paragraph 2.B.3 of the Eurocopter EC130 B4 ASB No. 05A005 revision 2, dated 22 November 2010 or later approved revisions, and remove the placard and the AFM amendment introduced by requirement 1 of this AD.

Note 2: The replacement of the centre windshield panel with P/N 350A259045.20 is a terminating action for the AFM limitations and repetitive inspections introduced by requirements 1 of this AD.

(EASA AD 2010-0258 refers)

Compliance: 1. Before further flight for aircraft not embodied with Eurocopter MOD 07 3590.

2. If centre windshield distortion is detected in flight, replace within the next 50 hours TIS, or within the next 15 days whichever occurs sooner.

Effective Date: DCA/EC130/27 - 23 December 2010
DCA/EC130/27A - 28 July 2011

DCA/EC130/28 Cancelled – EASA AD 2014-0114-E refers

Effective Date: 12 May 2014

DCA/EC130/29 Emergency Flotation Gear – Inspection and Modification

Applicability: Model EC 130 B4 aircraft, all S/N fitted with the following emergency flotation gear:
Left hand (LH) flotation gear P/N 217227-0 fitted with float P/N 217174-0, and
Right hand (RH) flotation gear P/N 217228-0 fitted with float P/N 217195-0.

Note 1: This AD supersedes DCA/EC130/24 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC 130 ASB No. 05A008 dated 8 June 2009 or later approved revisions.

If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC 130 ASB No. 05A008 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC130 ASB 25A042 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC130 ASB 25A042.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.

(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurs later since 24 September 2009 (the effective date of DCA/EC130/24), and thereafter at intervals not to exceed 300 hours TIS.

2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.

3. From 27 October 2011.

Effective Date: 27 October 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: [Links to state of design airworthiness directives | aviation.govt.nz](https://aviation.govt.nz)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0061 Cancelled – EASA AD 2013-0191-E refers

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2013-0191-E Cancelled – EASA AD 2017-0052 refers

Effective Date: 7 April 2017

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with modification (mod) 073880 or mod 074609 (Reinforcement of the tail boom/Fenestron junction), or mod 074775 (Reinforcement of the Fenestron frame by installing 4 carbon patches), and those helicopters which have been repaired in accordance with Repair Design Approval Sheet No. 350 53 522 07, or 350 53 521 10, or 350 53 524 10, or 350 53 525 10, or 350 53 526 10, or 350 53 511 11, or 350 53 512 11, or 350 53 523 11, or 350 53 504 12, or AE11-0205, or AE11-0380.

Note: Tail boom assembly S/N TB 7377 is not affected by this AD.

Effective Date: EASA AD 2014-0114 - 12 May 2014
EASA AD 2014-0114R1 - 1 June 2016
EASA AD 2014-0114R2 - 31 May 2018

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: EC130 B4 and T2 helicopters, all S/N fitted with a swashplate assembly comprising a rotating star with P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07 or 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0145R1 Cancelled – EASA AD 2015-0033-E refers

Effective Date: 26 February 2015

2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection

Applicability: EC130 T2 helicopters, all S/N except those helicopters embodied with modification (MOD) 074547 in production.

Effective Date: 2014-0229 - 22 October 2014
2014-0229R1 - 19 January 2016

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

2015-0033R1 Cancelled – EASA AD 2016-0240 refers

Effective Date: 9 December 2016

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2016-0023 Main Gearbox Casings – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with a main gearbox (MGB) main casing P/N 350A32-3156-21 (fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (fitted on assembly 350A32-3156-02), or fitted with a MGB bottom casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0240 Cancelled – EASA AD 2017-0066-E

Effective Date: 25 April 2017

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0062 Collective Pitch Control – Inspection

Applicability: EC 130 B4 and T2 helicopters, all S/N.

Effective Date: 25 April 2017

2017-0066-E Cancelled – EASA AD 2017-0080 refers

Effective Date: 19 May 2017

2017-0080 Cancelled – EASA AD 2018-0104 refers

Effective Date: 31 May 2018

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus modification (mod) 074775, or mod 074581.

Note: Since EASA AD 2018-0104R1 was issued, EASA has determined that the compliance time to embody the modification on affected helicopters can be extended by an additional 12 months.

Effective Date: EASA AD 2018-0104 - 31 May 2018
 EASA AD 2018-0104R1 - 23 December 2021
 EASA AD 2018-0104R2 - 22 December 2022

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0182 Tail Rotor Blade - Reduced Life Limitation

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 11 September 2018

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 October 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: EC130B4 helicopters fitted with an Air Comm air conditioning system P/N EC130-202-1, EC130-202-2, EC130-202-3, EC130-202-4, EC130-202-5, EC130-202-6, EC130-202-7, or EC130-202-8.

Effective Date: 22 January 2019

2019-0001 Cancelled – EASA AD 2020-0069 refers

Effective Date: 7 April 2020

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection

Applicability: EC 130 T2 helicopters, all S/N having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 April 2020

2020-0069 Sliding Door Opening Mechanism – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 7 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with EC modification (MOD) 07 3796 or MOD 07 2921 in production.

Effective Date: 13 May 2020

2020-0187 Tail Rotor Blades – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 September 2020

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

Applicability: EC 130 T2 helicopters, all S/N fitted with an ARRIEL 2D engine.

Effective Date: 3 September 2021

2021-0216 Engine to MGB Coupling Shaft – Inspection

Applicability: EC 130 T2 helicopters, all S/N.

Effective Date: 7 October 2021

2021-0235-E Cancelled – EASA AD 2021-0283-E refers

Effective Date: 21 December 2021

2021-0283R1 Cancelled – EASA AD 2023-0028 refers

Effective Date: 15 February 2023

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N.

Effective Date: 6 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0150R1 Tail Rotor Blades - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2022-0150 – 4 August 2022
EASA AD 2022-0150R1 – 25 July 2024**2022-0251-E Cancelled - EASA AD 2023-0190-E refers****Effective Date:** 6 November 2023**2023-0028 Cancelled - EASA AD 2023-0214 refers****Effective Date:** 21 December 2023**2023-0044 Main Gearbox Planet Gear - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 30 March 2023**2023-0064 Main Rotor Pitch Rod Upper Links - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Note:** The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023**2023-0107 (Correction) Cargo Swing Frame - Inspection****Applicability:** EC 130 B4 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.**Effective Date:** 29 June 2023**2023-0127 Main Gearbox Engine Coupling - Inspection****Applicability:** EC 130 T2 and EC 130 B4 helicopters, all S/N with a date of manufacture before 13 February 2023 as defined in EASA AD 2023-0127.**Effective Date:** 11 July 2023**2023-0133 Cancelled – EASA AD 2023-0187 refers****Effective Date:** 30 November 2023**2023-0166 Emergency Floatation System Supply Hose - Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 8 September 2023**2023-0190R1 Cancelled - EASA AD 2024-0144 refers****Effective Date:** 2 August 2024

2023-0187R1 Microswitches - Inspection**Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025**2023-0214 Rear Transmission Bearing Support - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters modification 074581 at production.**Note 1:** The requirements in paragraph 3.B.2.c and 3.B.2.d of Airbus Helicopters (AH) Emergency ASB EC130-05A039 revision 3, dated 30 January 2023, or later approved revision, may not be accomplished by a pilot.**Note 2:** The initial inspections of the rear transmission bearing support in accordance with requirements (1) and (2) of EASA AD 2023-0214 must be accomplished by an aircraft maintenance engineer.

The repetitive inspections every 10 hours in accordance with requirements (1) and (2) of EASA AD 2023-0214 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the repetitive inspections, then an aircraft maintenance engineer must inspect the rear transmission bearing support and accomplish the corrective actions in accordance with EASA AD 2023-0214 before further flight.

Effective Date: 21 December 2023**2024-0018 Indicating / Recording Systems Control Unit – Inspection****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 25 January 2024**2024-0113 Tail Rotor Hub Tension-Torsion Bars – Inspection****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 27 June 2024**2024-0133 Airworthiness Limitations Section - Amendment****Applicability:** EC 130 B4 and EC 130 T2 helicopters, all S/N.**Effective Date:** 25 July 2024**2024-0144 Tail Rotor Drive Shaft - Inspection****Applicability:** EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters Modification 079809 in production.**Effective Date:** 2 August 2024**2024-0232 Door Star Support - Modification****Applicability:** EC 130 B4 helicopters, all S/N.**Effective Date:** 19 December 2024

- 2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection**
Applicability: EC 130 B4 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).
Effective Date: 6 February 2025
- 2025-0062 Main Rotor Blades – Replacement**
Applicability: EC 130 T2 helicopters, all S/N delivered before 23 September 2024 (i.e the date of the EASA Form 52, or equivalent statement of conformity).
Effective Date: 3 April 2025
- 2025-0137 Cancelled – EASA AD 2026-0101 refers**
Effective Date: 9 June 2026
- 2025-0159 Sliding Door Placards - Installation**
Applicability: EC 130 B4 helicopters, all S/N embodied with modification 0720257.
Effective Date: 7 August 2025
- 2025-0249-E Cancelled – EASA AD 2025-0262-E refers**
Effective Date: 27 November 2025
- 2025-0262-E Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit**
Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.
Effective Date: 27 November 2025
- * 2026-0052R1 Fuse Cover Attachment of Circuit Breaker Panel - Modification**
Applicability: EC 130 B4 helicopters, all S/N embodied with modification 073245.
Effective Date: EASA AD 2026-0052 - 26 March 2026
 EASA AD 2026-0052R1 - 23 July 2026
- 2026-0089 Starter Generator Limitation Label - Installation**
Applicability: EC 130 B4 helicopters, all S/N fitted with a starter generator P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configurations:
 Airbus Helicopters with mod 073345 embodied;
 Airbus Helicopters with mod 073354 embodied.
Effective Date: 4 June 2026
- 2026-0101 Airworthiness Limitations Section - Amendment**
Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.
Effective Date: 9 June 2026
- 2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection**
Applicability: EC 130 B4 helicopters, all S/N, and
 EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters (AH) modification 079809.
Effective Date: 25 June 2026

*** 2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection**

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 23 July 2026

Airworthiness Directive Schedule

Helicopters

Bell 505 Series

23 July 2026

- 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 \(tc.gc.ca\)](https://tc.gc.ca/Airworthiness-Directives-Advanced-Search)
FAA ADs can be obtained from the FAA website at:
[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory/dynamic_regulatory_system)
 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.....	2
CF-2019-08	Cancelled – CF-2023-16 refers.....	2
CF-2019-28	Swashplate Assembly – Improperly Staked Bearings.....	2
CF-2019-35	Airframe Truss Clevis Lower Lug – Inspection.....	2
CF-2021-05R3	Pilot Collective Stick and Grip Assembly – Inspection	2
FAA AD 2021-26-01	Stability Augmentation System and Autopilot – Inspection	2
CF-2022-62	Collective Lever and Swashplate Outer Ring – Inspection.....	2
CF-2023-16R1	Fuel and Control – AFM Limitations.....	2
CF-2023-51	Fuel Drain Quick Disconnect Valve - Modification.....	2
CF-2024-03	Cancelled - CF-2025-32 refers.....	3
CF-2024-44	Wire Harness Chafing - Inspection.....	3
CF-2025-17	Cancelled - CF-2025-35 refers.....	3
CF-2025-23	Oil Cooler Fan Assembly Housing Bracket - Inspection.....	3
CF-2025-32	Vertical Stabiliser Top End Cap Assembly - Inspection	3
CF-2025-34	Tail Rotor Pitch Link Assembly - Inspection	3
CF-2025-35	Aft Moveable Ballast Box Assembly Door Hinge - Inspection	3
CF-2025-62	Elongated Holes and Gaps in Tail Cone Assembly - Inspection	3
CF-2026-01	Incorrect Tailcone Assembly P/N - Inspection.....	3
CF-2026-12	Aft Moveable Ballast Box Assembly - Inspection	3
* CF-2026-20R1	Airworthiness Limitations – Life Limits	4

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

CF-2026-01 Incorrect Tailcone Assembly P/N - Inspection

Applicability: Bell 505 helicopters, S/N 65011 and onwards.

Effective Date: 29 January 2026

CF-2026-12 Aft Moveable Ballast Box Assembly - Inspection

Applicability: Bell 505 helicopters, S/N 65011 and onwards fitted with a ballast box assembly P/N SLS-706-201-207 and SLS-706-201-207FM.

Effective Date: 4 March 2026

*** CF-2026-20R1 Airworthiness Limitations – Life Limits**

Applicability: Bell 505 helicopters, S/N 65011 and onwards.

Effective Date: CF-2026-20 - 4 June 2026
 CF-2026-20R1 - 4 August 2026

Airworthiness Directive Schedule

Aeroplanes

Diamond DA 42 and DA 42 NG

23 July 2026

- Notes:**
1. This AD schedule is applicable to Diamond DA 42 and DA 42 NG aircraft manufactured under European Union Aviation Safety Agency (EASA) Type Certificate No. A.005 and
Diamond DA 42 aircraft fitted with a Lycoming L/IO-360-M1A engine embodied by Transport Canada STC SA09-54.
 2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.
State of Design ADs can be obtained directly from the EASA website at:
<http://ad.easa.europa.eu/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

Contents

DCA/DA42/1	Wing Safety Walk Material – Replacement and AFM Amendment	3
DCA/DA42/2	Propeller System Check Valve Bracket - Inspection	3
DCA/DA42/3	Auxiliary Fuel Tank Venting – Inspection	4
DCA/DA42/4B	Engine Control Unit Back-up Batteries – Modification & AFM Amendment.....	4
DCA/DA42/5	Aileron Bellcrank & Rod Ends - Replacement.....	5
DCA/DA42/6A	Lightning Strike – Limitation and AFM Amendment	5
DCA/DA42/7	Engine Mount Bolts – Inspection.....	6
DCA/DA42/8A	Cancelled – DCA/DA42/10 refers.....	6
DCA/DA42/9A	Rear Passenger Door – Inspection	6
DCA/DA42/10A	Main Landing Gear – Inspection	7
DCA/DA42/11	Upper Centre Wing Skin/Spar Joint – Inspection	8
DCA/DA42/12	Main Landing Gear Shock Absorbers – Inspection	8
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		9
2013-0121	Nose Landing Gear Actuator – Inspection	9
2016-0156R1	Cancelled – EASA AD 2017-0090 refers	9
2017-0074	Cancelled – EASA AD 2020-0008 refers	9
2017-0090	Cancelled – EASA AD 2017-0120 refers	9
2017-0120	Cancelled – EASA AD 2017-0254 refers	9
2017-0254	Exhaust Pipes – Inspection.....	9
2019-0066	NLG Leg Assembly – Inspection	9
2019-0218	Fuel Tank Connection Hoses – Inspection.....	9
2019-0302	Cancelled – EASA AD 2023-0013 refers	9
2020-0008	Flap Control System / Bellcrank Assembly – Inspection	10
2012-0269	Air Intake / Induction Filter Icing – AFM Revision.....	10
2013-0224	Alternator Fail Indication – Modification	10
2016-0190	Auto-pilot Bridle Cable Clamps – Inspection	10
2018-0214	Rudder Pedal Gust Lock Mounts – Removal	10
2023-0013R1	Rudder Steering Bracket – Inspection and Modification.....	10
2024-0235	Rear Passenger Door Latching Mechanism – Inspection and Modification	11

2026-0067R1	Exhaust Pipes – Inspection and Modification	11
* 2026-0125R1	NLG Hydraulic Actuator Rod End – Inspection	11

DCA/DA42/1 Wing Safety Walk Material – Replacement and AFM Amendment

Applicability: Model DA 42 aircraft, S/N 42.004 and onwards.

Requirement: To prevent an adverse effect on the aircrafts single engine climb performance that is caused by the surface roughness of the wing stub safety walks Series 300, gray color (equivalent to sandpaper grid 40), accomplish the following:

1. Amend the aircraft AFM Doc. 7.01.05-E by inserting temporary revision TR-MÄM-42-103, revision 2 or earlier, which is part of Diamond Aircraft Industries GmbH (DAI) MSB42-005.

Note 1: TR-MÄM-42-103 has to remain in the AFM until requirement 2 or 3 is accomplished.

Note 2: Previous compliance with AD A-2005-001 or AD A-2005-001R1 satisfies this requirement.

2. For S/N 42.004 through 42.035, and 42.037 replace the wing stub safety walks per paragraph 1.8, actions 2 a) and 2 b) of Diamond Aircraft Industries GmbH (DAI) MSB-42-006/1, dated 20 September 2005.

Remove obsolete TR pages from the AFM and insert TR-MÄM-42-111/a per paragraph 1.8, actions 2 c) to 2 e) of DAI MSB-42-006/1.

3. For S/N 42.036, 42.038 through 42.064, 42.107, 42.109, 42.110, and 42.177 remove obsolete TR pages from the AFM and insert TR-MÄM-42-111/a per paragraph 1.8, actions 3 a) to 3 c) of DAI MSB-42-006/1.

Note 3: Only install manufacturer released safety walk P/Ns with a surface roughness equal to or finer than sandpaper grid 100.

Do not install safety walks Series 300 (equal to sandpaper grid 40), gray color, P/N D60-1127-10-51 (no revision letter attached).

Note 4: AFM-TR-MÄM-42-111/a, or a later temporary revision, or an AFM revision containing the information of TR-MÄM-42-111/a, must remain part of the DA42 AFM, Doc. No. 7.01.05-E.

(Austrian AD A-2005-003 refers)

Compliance: 1. Before further flight, unless already accomplished.

2. By 30 May 2006.

3. By 30 May 2006.

Effective Date: 30 March 2006

DCA/DA42/2 Propeller System Check Valve Bracket - Inspection

Applicability: Model DA 42 aircraft, S/Ns 42.004 through 42.129, 42.177 and 42.AC001

Requirement: To prevent failure of the attachment fittings of the propeller control system pressure lines which may cause the lines to crack and result in loss of propeller control which may lead to inflight engine shutdown, install an additional bracket per the instructions in Diamond Mandatory Service Bulletin (MSB) No. 42-024/2 or later approved revisions.

(EASA 2006-0277 AD refers)

Compliance: Within the next 50 hours TIS or by 31 October 2006.

Effective Date: 28 September 2006

DCA/DA42/3 Auxiliary Fuel Tank Venting – Inspection

- Applicability:** Model DA 42 aircraft, S/Ns 42.015, 42.028, 42.036, 42.044, 42.055, 42.059, 42.062, 42.067, 42.069, 42.075 through to 42.100, 42.105, 42.106, 42.108, 42.114, 42.115, 42.117 through to 42.122 and 42.124
- Requirement:** To prevent the inability to transfer the complete auxiliary fuel quantity to the main tanks and cause the possible collapse of the auxiliary tank, accomplish the following:
1. Inspect and modify the auxiliary fuel tank system per the instructions in Diamond Aircraft Industries Mandatory Service Bulletin (MSB) 42-032/1 or later approved revisions.
 2. Insert temporary revision AMM-TR-OÄM-42-056f into the DA 42 Maintenance Manual and update the operator's maintenance program accordingly.
- (EASA AD 2007-0047 refers)
- Compliance:** 1. & 2. By 30 April 2007
- Effective Date:** 29 March 2007

DCA/DA42/4B Engine Control Unit Back-up Batteries – Modification & AFM Amendment

- Applicability:** Model DA 42 aircraft, S/N 42.004, 42.006, 42.009 through to 42.156, 42.158 through to 42.176, 42.178 through to 42.190, 42.192 through to 42.233, 42.235 through to 42.246, 42.248 through to 42.254, 42.256 through to 42.261, 42.263 through to 42.269 and Canadian production line S/N 42.AC001 through to 42.AC109.
- Note 1:** This AD revised to include an approved alternative method of compliance per note 3 of this AD. No further action is required for aircraft in compliance with previous revisions of DCA/DA42/4.
- Requirement:** To prevent a voltage drop possibly causing the FADEC shutting the engines down inflight, accomplish the following:
1. Modify the engine electrical system by installing additional ECU backup batteries per Diamond Aircraft Industries (DAI) Mandatory Service Bulletin (MSB) 42-042 and DAI Work Instruction WI-MSB-42-042.
 2. Amend the DA 42 Aircraft Flight Manual (AFM) by inserting a copy of AFM TR-MÄM-42-240 dated 17 June 2007.
 3. Amend the DA 42 Aircraft Maintenance Manual (AMM) by inserting DAI AMM-TR-MÄM-42-240 Temporary Revision dated 17 June 2007.
- (EASA AD 2007-0183R2 refers)
- Note 2:** The AMM and AFM temporary revisions may be removed when the information contained in the temporary revision is incorporated in the normal revision process.
- Note 3:** Modification of the engine electrical system per the instructions in Diamond Aircraft Optional Service Bulletin (OSB) No. 42-050/1 including the associated documents referenced therein, is approved as an Alternative Method of Compliance (AMOC) to the requirements of this AD.
- Compliance:** 1. 2. & 3. Within the next 100 hours TIS or by 29 December 2007, whichever occurs sooner.
- Effective Date:** DCA/DA42/4 - 26 July 2007
DCA/DA42/4A - 27 September 2007
DCA/DA42/4B - 29 November 2007

DCA/DA42/5 Aileron Bellcrank & Rod Ends - Replacement

Applicability: Model DA 42 and DA 42 M aircraft, all S/N fitted with aileron bellcranks P/N DA4-2717-50-00.

Note: Model DA 42 and DA 42 M aircraft, S/N 42.008 through to 42.285, 42.287, 42.289 through to 42.291, 42.295, 42.297, 42.301, 42.302, 42.306 through to 42.308 and 42.AC001 through to 42.AC110 are known to have bellcrank P/N DA4-2717-50-00 and bent rod ends P/N DAI-9027-00-01 fitted at manufacture.

Requirement: To prevent aileron control system failure due to friction and chafing which could result in loss of aircraft control, accomplish the following:

1. Replace aileron bellcrank P/N DA4-2717-50-00 with an improved aileron bellcrank P/N DA4-2717-50-00_01 and replace any bent rod ends P/N DAI-9027-00-01 with straight parts, per the instructions in Diamond Aircraft Industries GmbH MSB-42-043, dated 14 February 2008 or MSB-42-043/1, dated 03 April 2008 or later approved revisions.
2. An aileron bellcrank P/N DA4-2717-50-00 or bent rod ends P/N DAI-9027-00-01 shall not be fitted to any aircraft.

(EASA AD 2008-0086 refers)

Compliance:

1. Within the next 200 hours TIS.
2. From 29 May 2008.

Effective Date: 29 May 2008

DCA/DA42/6A Lightning Strike – Limitation and AFM Amendment

Applicability: Model DA 42 and DA 42 M aircraft, all S/N manufactured by Diamond Aircraft Industries (DAI) in Austria and Canada.

Note: This AD revised to include DA 42 series aircraft manufactured in Canada.

Requirement: To prevent structural failure after a lightning strike which could have exceeded the aircraft lightning design requirement and result in structural damage that may not be visible to the pilot, accomplish the following:

Amend the AFM and include the new lightning strike procedure per Diamond Aircraft Industries GmbH Temporary Revision TR-MÄM-42-270 dated 31 May 2008.

After any lightning strike, the aircraft should be inspected per paragraph 5.D in chapter 05-50 of DA 42 Aircraft Maintenance Manual.

(EASA AD 2008-0136R1 refers)

Compliance: By 25 September 2008

Effective Date: DCA/DA42/6 - 28 August 2008
DCA/DA42/6A - 25 September 2008

DCA/DA42/7 Engine Mount Bolts – Inspection

Applicability: Model DA 42 aircraft, all S/N fitted with Thielert TAE125-01 engines.

Note 1: The engines identified in DAI MSB-42-058 by S/N have been fitted with wedge locking washers and bonded bolts, and are not affected by this AD.

Requirement: To prevent the engine mounting bolts loosening which could result in an in flight engine shut-down, accomplish the following:

1. Inspect the rear RH engine support bracket mounting bolts and accomplish the corrective actions per Diamond Aircraft Industries GmbH Mandatory SB MSB-42-058 dated 21 May 2008 or later approved revisions, and the instructions in action 1 of Work Instruction WI-MSB-42-058.
2. Replace all rear RH engine support bracket mounting bolts with wire locked bolts P/N D60-9071-26-01 per DAI MSB-42-058 and the instructions in action 2 of Work Instruction WI-MSB-42-058.

Note 2: The repetitive inspection in requirement 1 is no longer required once requirement 2 of this AD has been accomplished.

3. Rear RH engine support mounting brackets shall not be fitted to any aircraft unless they are fitted with wire locked bolts P/N D60-9071-26-01.
(EASA AD 2008-0139 refers)

Compliance:

1. Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS until requirement 2 of this AD is accomplished.
2. By 28 April 2009.
3. From 28 August 2008

Effective Date: 28 August 2008

DCA/DA42/8A Cancelled – DCA/DA42/10 refers

Effective Date: 24 February 2010

DCA/DA42/9A Rear Passenger Door – Inspection

Applicability: Model DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Note: The requirements of this AD revised to include the AFM at the latest revision (which includes the requirements in AFM-TR-MAM 42-443) as an acceptable means to comply with the requirements in this AD.

Requirement: To prevent loss of the rear passenger door in flight, accomplish the following:

1. Accomplish the following actions concurrently per the instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletins No. MSB 42-083 or MSB 42NG-014 dated 13 July 2010 (single document) and the associated Work Instructions or later approved revisions of these documents. Determine the P/N of the rear passenger door retaining bracket. If a P/N DA4-5200-00-69 is found fitted, replace with a bracket P/N DA4-5200-00-69-SB, and revise the AFM and incorporate DAI Temporary Revision AFM-TR-MAM 42-443 or amend the AFM with a revision that includes the information in AFM-TR-MAM 42-443.
2. A rear passenger door retaining bracket P/N DA4-5200-00-69 shall not be fitted to any aircraft.
(EASA AD 2010-0235R1 refers)

Compliance:

1. Within the next 200 hours TIS after 25 November 2010 (the effective date of DCA/DA42/9) or by 25 November 2011 whichever occurs sooner.
2. From 25 November 2010 (the effective date of DCA/DA42/9).

Effective Date: DCA/DA42/9 - 25 November 2010
DCA/DA42/9A - 30 June 2011

DCA/DA42/10A Main Landing Gear – Inspection

Applicability: Model DA 42 and DA 42 M aircraft, all S/N manufactured by Diamond Aircraft Industries in Austria and Diamond Aircraft Industries in Canada.

Note 1: This AD retains the requirements in superseded DCA/DA42/10 and extends the compliance time for requirement 2. That AD introduced improved steel parts as a terminating action to the repetitive inspections.

Requirement: To prevent failure of the Main Landing Gear (MLG) due to possible cracks in the damper/trailing arm joints, accomplish the following:

1. Inspect the MLG joint P/N D60-3217-23-5x per the instructions in Diamond Aircraft Industries GmbH MSB-42-088/2 revision 2, dated 03 February 2011 and the associated Work Instruction WIMSB-42-088 revision 1, dated 03 February 2011 or later approved revisions of these documents.

If any cracks are found, replace the affected MLG joint P/N D60-3217-23-5x per the instructions in DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088.
2. Replace every MLG joint P/N D60-3217-23-5x with a MLG joint P/N D64-3217-23-0x per the instructions in DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088.
3. A MLG joint P/N D60-3217-23-5x shall not be fitted to any aircraft which is in compliance with requirement 2 of this AD, or aircraft that already have MLG joints P/N D64-3217-23-0x fitted.

Note 2: The accomplishment of requirement 2 is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.

Note 3: Inspections and corrective actions accomplished prior to the effective date of this AD per the instructions in DAI MSB-42-088 at original issue or revision 1 are acceptable to comply with the initial requirements of this AD. After the effective date of this AD repetitive inspections and corrective actions must be accomplished per the instructions in DAI MSB-42-088 revision 2 or later approved revisions.

(EASA AD 2011-0020R1 refers)

Compliance:

1. Within the next 20 hours TIS after 30 September 2010 (the effective date of DCA/DA42/8A) and thereafter at intervals not to exceed 100 hours TIS.
2. By 29 June 2012 unless previously accomplished.
3. From 24 February 2011 (the effective date of DCA/DA42/10).

Effective Date: DCA/DA42/10 - 24 February 2011
DCA/DA42/10A - 29 March 2012

DCA/DA42/11 Upper Centre Wing Skin/Spar Joint – Inspection

Applicability: Model DA 42 and DA 42 NG aircraft (modified by DAI from a DA 42 per DAI optional SB 42-068), S/N 42.006 through to 42.007, 42.010, 42.012 through to 42.014, 42.016 through to 42.033, 42.035 through to 42.043, 42.045, 42.046, 42.048 through to 42.051, 42.053, 42.055 through to 42.059, 42.061 through to 42.081, 42.083 through to 42.093, 42.096 through to 42.097, 42.099 through to 42.120, 42.122 through to 42.125, 42.127 through to 42.148, 42.150 through to 42.156, 42.158 through to 42.170, 42.172 through to 42.176, 42.178, 42.179, 42.181 through to 42.190, 42.192 through to 42.200, 42.202 through to 42.224, 42.AC001 through to 42.AC028 and 42.AC030 through to 42.AC052, and

Model DA 42 M aircraft (modified from a DA 42 per DAI optional SB 42-056) and model DA 42 M-NG aircraft (modified by DAI from a DA 42 M per DAI optional SB 42-081), S/N 42.008, 42.157 and 42.191.

Requirement: To detected voids in the adhesive joint between the centre wing spars and the upper centre wing skins in the area between the fuselage and the engine nacelles, accomplish the following:

Inspect the adhesive joint between the centre wing spars and the upper centre wing skin per the instructions in Diamond Aircraft Industries GmbH MSB 42-092/42NG-022 (single document) and the associated associated Working Instruction (WI), both dated 20 May 2011 or later approved revisions of these documents. Report the results to the aircraft manufacturer per the instructions in the MSB.

If voids are found which exceed the criteria specified in the WI, repair the aircraft per the instructions in section III.2 of the WI, or accomplish a manufacturer approved repair before further flight.

(EASA AD 2011-0100 refers)

Compliance: Within the next 100 hours TIS or by 30 September 2011, whichever occurs sooner.

Effective Date: 30 June 2011

DCA/DA42/12 Main Landing Gear Shock Absorbers – Inspection

Applicability: Model DA 42 and DA 42 NG aircraft, all S/N
Model DA 42 M and DA 42 M-NG aircraft, all S/N

Requirement: To prevent main landing gear failure, accomplish the requirements in EASA AD 2012-0174.

Note: Diamond Aircraft Industries (DAI) RSB 42-089 / RSB 42NG-017 dated 06 October 2010, or RSB 42-089/1 / RSB 42NG-017/1 dated 19 April 2011; DAI WI-RSB 42-089 / WI-RSB 42NG-017 dated 06 October 2010; DAI MSB 42-095 / MSB 42NG-026 dated 11 November 2011 and DAI WI-RSB 42-095 / WI-RSB 42NG-026 dated 11 November 2011 or later EASA approved revisions are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0174 refers)

Compliance: At the compliance times specified in EASA AD 2012-0174.

Effective Date: 27 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

[Links to state of design airworthiness directives | aviation.govt.nz](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0121 Nose Landing Gear Actuator – Inspection

Applicability: DA 42 and DA 42 NG aeroplanes, all S/N, and
DA 42 M and DA 42 M-NG aeroplanes, all S/N.

Effective Date: 18 June 2013

2016-0156R1 Cancelled – EASA AD 2017-0090 refers

Effective Date: 31 May 2017

2017-0074 Cancelled – EASA AD 2020-0008 refers

Effective Date: 3 February 2020

2017-0090 Cancelled – EASA AD 2017-0120 refers

Effective Date: 27 July 2017

2017-0120 Cancelled – EASA AD 2017-0254 refers

Effective Date: 25 January 2018

2017-0254 Exhaust Pipes – Inspection

Applicability: Model DA 42 and DA 42 M aircraft, S/N 42.004 through to 42.427 inclusive, 42.AC001 through to 42.AC151 inclusive, 42.M001 through to 42.M027 inclusive, if fitted with TAE 125-02-99 engines (modification MÄM 42-198 or Optional Service Bulletin (OSB) 42-046) or TAE 125-02-114 engines (modification OÄM 42-252 or OSB 42-107).

Effective Date: 25 January 2018

2019-0066 NLG Leg Assembly – Inspection

Applicability: Model DA 42 and DA 42 M aircraft, all S/N.
Model DA 42 NG and DA 42 M-NG aircraft, all S/N that have been converted from a DA 42 and DA 42 M aircraft with the embodiment of Optional Service Bulletin (OSB) 42-068, or OSB 42-081, as applicable.

Effective Date: 18 April 2019

2019-0218 Fuel Tank Connection Hoses – Inspection

Applicability: DA 42 and DA 42 M aircraft, all S/N.
DA 42 NG and DA 42 M-NG aircraft, all S/N including those aircraft that have been converted from DA 42 and DA 42 M aircraft per Optional Service Bulletin (OSB) 42-068 or OSB 42-081.

Effective Date: 26 September 2019

2019-0302 Cancelled – EASA AD 2023-0013 refers

Effective Date: 1 February 2023

2020-0008 Flap Control System / Bellcrank Assembly – Inspection**Applicability:** DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.**Effective Date:** 3 February 2020**2012-0269 Air Intake / Induction Filter Icing – AFM Revision****Applicability:** DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.**Note:** This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.**Effective Date:** 26 November 2020**2013-0224 Alternator Fail Indication – Modification****Applicability:** DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.**Note:** This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.**Effective Date:** 26 November 2020**2016-0190 Auto-pilot Bridle Cable Clamps – Inspection****Applicability:** DA 42 NG aeroplanes, all S/N, and DA 42 M-NG aeroplanes, all S/N.**Note:** This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.**Effective Date:** 26 November 2020**2018-0214 Rudder Pedal Gust Lock Mounts – Removal****Applicability:** DA 42 NG and DA 42 M-NG aeroplanes, S/N 42.N202, 42.N203, 42.N205 through to 42.N207 inclusive, 42.N210 through to 42.N214 inclusive, 42.N229 through to 42.N338 inclusive, 42.N340, 42.MN055, 42.MN057 and 42.MN058.**Note:** This AD adopted with the NZ type acceptance of DA 42 NG aeroplanes.**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.**Effective Date:** 26 November 2020**2023-0013R1 Rudder Steering Bracket – Inspection and Modification****Applicability:** DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.**Effective Date:** EASA AD 2023-0013 - 1 February 2023
EASA AD 2023-0013R1 - 30 May 2024

2024-0235 Rear Passenger Door Latching Mechanism – Inspection and Modification

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: 19 December 2024

2026-0067R1 Exhaust Pipes – Inspection and Modification

Applicability: DA 42 aircraft, embodied with EASA STC 10048730 Revision 7, or any previous revision.

Effective Date: 4 June 2026

*** 2026-0125R1 NLG Hydraulic Actuator Rod End – Inspection**

Applicability: DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aircraft, all S/N.

Effective Date: EASA AD 2026-0125-E - 1 July 2026
EASA AD 2026-0125R1 - 1 July 2026

Airworthiness Directive Schedule

Engines

Pratt & Whitney PW210 Series

23 July 2026

- Notes:**
1. This AD schedule is applicable to PW210A engines manufactured by Pratt & Whitney Canada under Transport Canada Type Certificate No. E-36.
 2. Transport Canada (TC) 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 TC website at:
[Airworthiness Directives - Advanced Search](#)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

Contents

CF-2020-13	Impeller and HP Compressor Rotor Cycle Count – Manual Calculation	2
* CF-2026-23	Cancelled – CF-2026-35 refers	2
* CF-2026-35	Turbine Exhaust Frame (TEF) – Inspection	2

CF-2020-13 Impeller and HP Compressor Rotor Cycle Count – Manual Calculation**Applicability:** PW210A and PW210S engines.**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Transport Canada AD.**Effective Date:** 29 May 2025*** CF-2026-23 Cancelled – CF-2026-35 refers****Effective Date:** 16 July 2026*** CF-2026-35 Turbine Exhaust Frame (TEF) – Inspection****Applicability:** PW210A, PW210A1 and PW210S engines, all S/N.**Effective Date:** 16 July 2026

Airworthiness Directive Schedule

Engines

Rotax 275, 503, 505, 532, 535, 912, 914 and 915 Series

23 July 2026

- Notes:**
1. This AD Schedule is applicable to the following type-certified Rotax engine series manufactured under EASA Type Certificate (TC) Numbers:

Type-certified Rotax Engine Series:	EASA TC No:
275	E.210
505	E.208
535	E.209
912	E.121
914	E.122
915	E.121

2. This AD Schedule is also applicable to the following non type-certified Rotax engines which may be installed in Light Sport Aircraft (LSA), microlights and amateur built aircraft:

Non Type-certified Rotax Engine Series:	
503	912
505	914
532	915
535	

3. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Rotax engines.

State of Design ADs can be obtained directly from the EASA website at:

<http://ad.easa.europa.eu/>

UK Mandatory Permit Directives (MPDs) can be obtained directly from the UK CAA website at:

<http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Mandatory-Permit-Directives/>

4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/ROTAX/1	Piston Pin Bearing - Replacement	3
DCA/ROTAX/2	Camshaft - Inspection and Repair.....	3
DCA/ROTAX/3	Crankcase - Inspection	3
DCA/ROTAX/4	Cancelled – Purpose Fulfilled	4
DCA/ROTAX/5	Engine Mount – Inspection.....	4
DCA/ROTAX/6	Cancelled – Purpose Fulfilled	4
DCA/ROTAX/7	Engine Oil Dipstick – Replacement.....	4
DCA/ROTAX/8	Cancelled – DCA/ROTAX/15 refers	4
DCA/ROTAX/9	Cancelled - DCA/ROTAX/13 refers	4
DCA/ROTAX/10A	Cancelled – DCA/ROTAX/16 refers	4
DCA/ROTAX/11	Fuel Pump and Fuel Line - Replacement.....	5
DCA/ROTAX/12A	Engine Magnetic Plug – Inspection.....	5

DCA/ROTAX/13	Crankcase – Inspection and Repair	6
DCA/ROTAX/14A	Fuel Pump - Replacement	7
DCA/ROTAX/15	Exhaust Muffler – Inspection and Replacement.....	8
DCA/ROTAX/16	Coolant – Replacement.....	8
DCA/ROTAX/17	Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue	9
DCA/ROTAX/18	Carburettor Float Chamber – Inspection and Rework.....	11
DCA/ROTAX/19	Engine Components – Inspection and Replacement	11
DCA/ROTAX/20	Exhaust System – Inspection and Replacement.....	12
DCA/ROTAX/21	Fuel Pump – Inspection and Rework	12
DCA/ROTAX/22	Magneto Flywheel Hub Washer – Replacement	12
DCA/ROTAX/23	Fuel Pressure Regulator – Inspection and Replacement.....	13
DCA/ROTAX/24	Magneto Flywheel Hub Washer – Replacement	14
DCA/ROTAX/25A	Cancelled – DCA/ROTAX/26 refers	15
DCA/ROTAX/26	Crankshaft – Inspection	15
DCA/ROTAX/27A	Oil Pump Attach Bolts – Inspection and Rework.....	16
DCA/ROTAX/28	Fuel Pump – Inspection and Replacement	17
DCA/ROTAX/29A	Fuel Pump Pressure Side Hose – Inspection and Replacement.....	18
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.....	19
2013-0117-E	Cylinder Head – Inspection	19
UK MPD 2013-003-E	Cylinder Head – Inspection	19
2015-0240	Cylinder Head – Inspection	19
2016-0144	(Correction) Carburettor Float – Inspection.....	20
UK MPD 2017-001	Cylinder Head – Inspection	20
2017-0101-E	Ignition Housing Sealing Plug – Inspection	20
UK MPD 2017-005-E	Ignition Housing Sealing Plug – Inspection	20
2017-0208	(Correction) Valve Push Rod Assembly – Inspection.....	20
UK MPD 2018-001	Valve Push Rod Assembly – Inspection.....	20
2018-0265R1	(Correction) Exhaust Valves – Replacement	21
UK MPD 2019-001-E	Exhaust Valves – Replacement.....	21
2019-0055-E	(Correction) Cancelled – EASA AD 2019-0253-E refers	21
UK MPD 2019-004-E	Cancelled – UK MPD 2019-006-E refers	21
EASA AD 2019-0253-E	Fuel Pump Assembly – Inspection.....	21
UK MPD 2019-006-E	Fuel Pump Assembly – Inspection	21
EASA AD 2023-0156-E	Propeller Gearbox – Magnetic Plug Inspection.....	22
UK MPD 2023-002-E	Propeller Gearbox – Magnetic Plug Inspection	22
EASA AD 2025-0019-E	Internal Generator - Inspection	22
UK MPD 2025-001-E	Internal Generator - Inspection	22
EASA AD 2025-0267-E	Propeller Gearbox - Inspection	22
UK CAA MPD 2025-006-E	Propeller Gearbox - Inspection.....	22
* EASA AD 2026-0121-E	Propeller Gearbox - Inspection	23
* UK CAA MPD 2026-003-E	Propeller Gearbox - Inspection	23

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 Alpha-Werke; Nitsche) AVO 68 series Samburo, **Aquila** AT01, **Cessna** 150 and A150 series, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana, **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109, **Issoire** APM-20 Lionceau, **Reims Aviation** F150 and FA150 series, **Scheibe** SF 36R and SF 25C, **Stemme** S10-VT, **Tecnam** P 92-J, P 92-JS and P2002-JF, and **W.D. Aircraft** D4 Fascination.

Note 1: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent sudden loss of engine power due to a cracked crankcase that could lead to a hazardous situation during low level flight, inspect the engine crankcase for cracks and oil leaks per the instructions in BRP-Rotax Mandatory Service Bulletins SB-912-029 revision 3 or SB-914-018 revision 3.

If the crankcase is cracked or oil leaks are detected, accomplish a manufacturer approved repair, before further flight.

Note 2: If a review of the engine logbook or aircraft maintenance records cannot positively identify the crankcase S/N, then the engine crankcase assembly shall be inspected to identify the S/N.

(EASA AD 2007-0025 refers)

Compliance: Within the next 100 hours TIS unless already accomplished within the last 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 22 February 2007

DCA/ROTAX/14A Fuel Pump - Replacement

Applicability: All model 912 A, 912 F and 912 S series engines fitted with fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545.

These engines are fitted to, but not limited to, the following aircraft types:

Alphi Aviation Pioneer 200 and 300; Costruzioni Aeronautiche Tecnam P92-2000RG, P92 Echo Super, P92S Echo, P96 Golf and P2002-JF; Skyfox Aviation CA-25 and CA-25N Gazelle; and Zenair CH701 STOL and Zodiac 601 UL.

Note: No action required for aircraft already in compliance with DCA/ROTAX/14 and ASB-912-053. This AD revised to introduce BRP Rotax SB-912-053 which supersedes BRP Rotax ASB-912-053. Fuel pumps P/N 892230, 892232, 892540 are standard fuel pumps, and P/N 892235, 892236 and 892545 are fitted with a flexible fuel line.

Requirement: To prevent excessive fuel pressure possibly resulting in fuel leakage and/or engine failure, accomplish the following:

1. Replace fuel pumps P/N 892230, 892232 and 892540 with a fuel pump P/N 892542, and replace fuel pumps P/N 892235, 892236 and 892545 with a fuel pump P/N 892546, per BRP Rotax SB-912-053 dated 13 April 2007 or later approved revisions.
2. Fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545 shall not be installed on any engine.

(EASA AD 2007-0060R1-E refers)

Compliance: 1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner.
2. From 30 September 2010.

Effective Date: DCA/ROTAX/14 - 9 March 2007
DCA/ROTAX/14A - 30 September 2010

DCA/ROTAX/15 Exhaust Muffler – Inspection and Replacement

Applicability: Model 914 F series engines, S/N 4,420.372 through to 4,420.406 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusive.

Model 914 F series engines, S/N 4,420.407 through to 4,420.436 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusive, or P/N 979404, S/N 03.0200 through to 04.0799.

Note: This AD supersedes DCA/ROTAX/8 and introduces additional affected exhaust mufflers in the applicability.

Requirement: To prevent carbon monoxide entering the cabin due to possible cracks in the exhaust muffler which could result in loss of aircraft control, inspect the exhaust system per the instructions BRP-Rotax GmbH & CoKG MSB No. SB-914-028 revision 1 dated 8 November 2004 or later approved revisions. If any defects are found, accomplish corrective actions as required before further flight.

(EASA AD 2006-0127 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 26 February 2009

DCA/ROTAX/16 Coolant – Replacement

Applicability: Rotax 912 A, 912 F, 912 S and 914 F series engines, all S/N.

These engines are known to be installed on, but not limited to: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT- 200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evекtor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Reims Aviation F150 and FA150 series; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX10A to introduce the mandatory use of waterless coolant and BRP SB-912-043 revision 2 for Rotax 912 series engines, and BRP SB-914-029 revision 2 for Rotax 914 series engines. A coolant mixture may be used if the aircraft is in compliance with the requirements in this AD per the instructions in the applicable BRP SB.

Requirement: To prevent engine failure due to possible boiling of conventional coolant with a mixing ratio of 50% coolant and 50% water, accomplish the following:

Amend the coolant specification in the relevant documentation of the aircraft and introduce the mandatory use of waterless coolant.

As an alternative the conventional coolant mixture may be used, provided that the specified operating temperature limit (coolant temperature) per the applicable BRP SB is applied, and the following is accomplished:

- The radiator cap must be replaced, and
- The cooling system efficiency must be checked, and
- The maximum achievable coolant temperature must be determined, and
- The maximum achievable cylinder head temperature must also be determined.

These requirements must be accomplished per the instructions in BRP Rotax SB-912-043 revision 2 and SB-914-029 revision 2, as applicable, and before these measures can be introduced the effects of these measures on the powerplant

installation and the aircraft must be reviewed, and approved by the affected aircraft manufacturer.

Note 2: The requirements of this AD must be accomplished per the instructions in BRP Rotax Service Bulletin SB-912-043 revision 2 and SB-914-029 revision 2, both dated 10 November 2006 or later approved revisions.

(EASA AD 2007-0155 refers)

Compliance: By 30 October 2010, unless previously accomplished.

Effective Date: 30 September 2010

DCA/ROTAX/17 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model Rotax 505 series, 912 series and 914 series engines, all S/N

Requirement: Compliance with the following Austro Control (Austrian Aviation Authority) Airworthiness Directives (as applicable) is required:

Austro Control AD No:	Bombardier Rotax Service Information:	Subject:	AD Requirement:
69 (In German)	Rotax Technical Bulletin No. 505-06.	Ignition unit. Rotax 505 and 505A engines, S/N all through 3,332.888.	Ignition unit, change to electronic box Ducati 965675 per TB No. 505-06.
75	Rotax Technical Bulletin No. 912-02 rev 1 dated 25 Oct 93.	Ignition system - Corrosion between the stator and igniter housing. Rotax 912A series engines, S/N all through 4,076.022.	Accomplish the instructions in TB No. 912-02.
80	Rotax Technical Bulletin No. 912-06 dated 21 Nov 94.	Ignition system bonding. Rotax 912A series engines, S/N 4,076.062 through to 4,076.220.	Accomplish the instructions in TB No. 912-06.
82 (In German)	Rotax Technical Bulletin No. 912-07 dated 30 Jan 95.	Ignition system shielding. Rotax 912A series engines, S/N all through 4,076.064.	Improve the bonding of the ignition system shielding per TB No. 912-07.
84	Rotax Technical Bulletin No. 912-08 dated 16 August 95.	SMD electronic modules. Rotax 912A series engines, S/N 4,076.064 through to 4,380.752.	Accomplish the instructions in TB No. 912-08.
88	Rotax Technical Bulletin No. 914-03 dated 3 July 97.	Mixture enrichment jet. Rotax 914F series engines, S/N 4,420.002 through to 4,420.029, and S/N 4,420.032 all through 4,420.044.	Accomplish the instructions in TB No. 914-03.
89	Rotax Technical Bulletin No. 912-19 dated 30 June 97.	Gearbox. Rotax 912 A3 engines, S/N 4,076.065 through to 4,380.663 fitted with a constant speed hydraulic propeller.	Accomplish the instructions in TB No. 912-19.

90	Rotax Technical Bulletin No. 914-04 dated 27 Aug 97.	Turbocharger oil supply banjo bolt. Rotax 914 F series engines, S/N 4,420.011 through to 4,420.058.	Accomplish the instructions in TB No. 914-04.
95 (In German)	Rotax Technical Bulletin No. 914-07 dated 5 Jun 98.	Turbocharger oil supply line. Rotax 914 F series engines, S/N 4,420.002 through to 4,420.127.	Accomplish the instructions in TB No. 914-07.
98 (In German)	Rotax Service Bulletins No. SB-912-026R3 and SB-914-014R3 both dated Dec 99.	Ignition system stator. Rotax 912 A series engines, S/N 3,792.541 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.502 through to 4,412.791, and Rotax 914 F series, S/N 4,420.002 through to 4,420.157.	Accomplish the instructions in SB No. SB-912-026R3 and SB-914-014R3 as applicable.
101	Rotax SB No. 912-027R1 and 914-010R1 both dated Feb 2000.	Gearbox. Rotax 912 A series engines, S/N 4,410.330 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.781 through to 4,412.791, and Rotax 914 F series, S/N 4,420.128 through to 4,420.156, and Propeller gearboxes S/N 15081, 15139, 15341, 15559 all through 15562.	Accomplish the instructions in SB No. 912-027R1 and SB-914-010R1 as applicable.
108	Rotax SB No. SB-912-022 and SB-914-011.	Valve spring retainers. Rotax 912 A series engines, S/N 4,410.204 through to 4,410.421, and Rotax 912 F series engines, S/N 4,412.757 through to 4,412.807 excluding 4,412.795, and Rotax 912 S series engines, S/N 4,922.501 all through 4,922.636 excluding 4,922.535, 4,922.553 and 4,922.578, and Rotax 914 F series, S/N 4,420.039 through to 4,420.253 excluding 4,420.049, 4,420.068, 4,420.083, 4,420.098, 4,420.115 and 4,420.156.	Accomplish the instructions in SB No. SB-912-022 and SB-914-011 as applicable.

- Note 1:** Each part of this AD (each individual Austro Control AD) shall be certified in the aircraft logbook separately.
- Note 2:** Manufacturer service information at later approved revisions is acceptable to comply with the requirements of this AD.
- Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.
- Effective Date:** 30 September 2010

DCA/ROTAX/18 Carburettor Float Chamber – Inspection and Rework

- Applicability:** Model Rotax 912 A series engines, S/N all through 4,076.244.
- Requirement:** To prevent fuel starvation and loss of engine power, accomplish the following:
Accomplish the requirements in Bombardier Rotax Technical Bulletin No. 912-09 dated 30 August 1995 or later approved revisions.
(Austro Control AD 83 refers)
- Compliance:** Within the next 50 hours TIS, or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter before further flight if rough engine operation is experienced.
- Effective Date:** 30 September 2010

DCA/ROTAX/19 Engine Components – Inspection and Replacement

- Applicability:** Model Rotax 914 F series engines, all S/N.
These engines are installed on, but not limited to Diamond HK 36 TTS aircraft, all S/N; Diamond HK 36 TTC aircraft, all S/N; Diamond HK 36 TTC-ECO aircraft, all S/N; Diamond DV 22, S/N 22001 and 22002, and Diamond DA 40-V1 aircraft, S/N 40001.
- Requirement:** To prevent engine failures due to possible cracks in engine component/parts, accomplish the following:
1. Accomplish a detailed visual inspection of the crankcase in the area below the cylinders and the welding points of the ring-engine mounts per the instructions in Diamond Aircraft Industries (DAI) MSB36-70 and DAI SI36-003 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.
 2. Accomplish a detailed visual inspection of the exhaust tubes between the cylinder-head and the exhaust per the instructions in DAI MSB36-70 and DAI SI36-003.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.
(Austro Control AD 103 refers)
- Compliance:**
1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at every maintenance inspection until an approved modification has been embodied.
 2. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS until an approved modification has been embodied.
- Effective Date:** 30 September 2010

DCA/ROTAX/20 Exhaust System – Inspection and Replacement

- Applicability:** Rotax 914 F series engines, S/N 4,420.001 all through to 4,420.363 fitted with Rotax exhaust bends P/N 979420/421/422, 979430/431/432, 979440/441/442 and 979450/451/452.
- Requirement:** To prevent exhaust failure due to possible cracks in exhaust bends between the cylinder-head and exhaust, accomplish the following:
- Accomplish a detailed visual inspection of the exhaust system per the instructions in Bombardier Rotax Service Bulletin SB-914-017 revision 1 or later approved revisions.
- If any cracks are found the affected parts must be renewed or repaired per the instructions in SB-914-017 before further flight.
- (Austro Control AD 106R1 refers)
- Compliance:** Within the next 50 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS.
- Effective Date:** 30 September 2010

DCA/ROTAX/21 Fuel Pump – Inspection and Rework

- Applicability:** Model Rotax 912 A series engines, S/N 4,410.419 all through to 4,410.465, and Model Rotax 912 F series engines, S/N 4,412.808 all through to 4,412.815, and Model Rotax 912 S series engines, S/N 4,922.504 all through to 4,922.743, and Fitted with fuel pump assembly P/N 996 596.
- Requirement:** To prevent fuel pump failure due to possible fuel pump leaks, which can result in loss of engine power and fire, accomplish the following:
- Accomplish a detailed visual inspection of the fuel pump system and hose connections per the instructions in Bombardier Rotax Service Bulletin SB-912-031 or later approved revisions.
- If any defects are found accomplish all corrective actions per the instructions in Rotax SB-912-031 before further flight.
- (Austro Control AD 109 refers)
- Compliance:** Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 30 September 2010

DCA/ROTAX/22 Magneto Flywheel Hub Washer – Replacement

- Applicability:** Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, S/N 4,410.888 through to 4,410.899.
- Rotax 912 F3 engines, S/N 4,412.986 and 4,412.987.
- Rotax 912 S2, 912 S3 and 912 S4 engines, S/N 4,924.087 through to 4,924.139 and 4,924.141 through to 4,924.166.
- Rotax 914 F2, 914 F3 and 914 F4 engines, S/N 4,420.970 through to 4,420.990, 4,420.997 and 4,421.001 through to 4,421.003.
- These engines are known to be installed on, but not limited to, the following types of aeroplanes: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and

SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: The installation of these engines was either embodied by the respective aeroplane manufacturer or through a modification by STC.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub per the instructions in paragraph 3 of BRP-Powertrain Mandatory SB-912-058 or SB-914-041 as applicable. Return the defective washer to the manufacturer per the instructions in paragraph 1.13 of SB-912-058 or SB-914-041 as applicable.
2. An engine affected by the requirements of this AD may not be installed on any aircraft unless washer P/N 944072 and associated gasket ring P/N 950141 have been replaced per the requirements in this AD.

Note 2: BRP-Powertrain Mandatory SB-912-058 and SB-914-041 (same document) dated 15 April 2011 or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

(EASA AD 2011-0067-E refers)

Compliance:

1. Within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.
2. From 19 April 2011.

Effective Date: 19 April 2011

DCA/ROTAX/23 Fuel Pressure Regulator – Inspection and Replacement

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to **Aeromot** AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpha-Werke; Nitsche) AVO 68 series Samburo aircraft, **Diamond** (formerly HOAC) HK 36 series Super Dimona aircraft, **Scheibe** SF 25C and **Stemme** S10-VT aircraft.

Note 1: The installation of these engines was either done by the respective **aeroplane manufacturer** or through modification of the aeroplane by STC.

Requirement: To prevent fuel leaks from the pressure regulator which could result in an in-flight fire, loss of engine power and a forced landing, accomplish the following:

1. Review the aircraft logbooks or inspect the aircraft and determine the S/N of the fuel pressure regulator P/N 887130 installed on the aircraft engine.

If a fuel pressure regulator P/N 887130 with a S/N listed in table 1 of this AD is found fitted to the aircraft, replace the fuel pressure regulator with a serviceable unit with a S/N not listed in table 1 of this AD per the instructions in BRP-Powertrain MSB SB-914-040 dated 10 March 2011 or later approved revisions.
2. An affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be fitted to any engine, and a Rotax 914 F series engine fitted with an affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be installed on any aircraft.

Table 1:

S/N of affected fuel pressure regulators P/N 887130:	
100200 through to 100246	100248 through to 100280
100282 through to 100293	100295 through to 100314
100316 and 100317	100319 through to 100326
100330	100332 and 100333
100338 through to 100340	100342 through to 100345
100348	100350 through to 100355
100357 through to 100363	100365 through to 100368
100371 and 100372	100374 through to 100376
100379 and 100380	100395 and 100396

Note 2: Some of the listed affected S/N fuel pressure regulators have been delivered as spares. Other S/N are known to be currently installed on 914 UL2 engines which are non-certified engines and intended for installation on non-certified aircraft, e.g. microlights and amateur built aircraft.

(EASA AD 2011-0082 refers)

Compliance:

1. Within the next 100 hours TIS or by 26 November 2011 whichever occurs sooner.
2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/24 Magneto Flywheel Hub Washer – Replacement

Applicability: Model 912UL engines, S/N 6,770.178 through to 6,770.241, 6,770.245 through to 6,770.251.

Model 912ULS engines, S/N 6,777.699 through to 6,777.716, 6,777.718 through to 6,777.832, 6,777.861 through to 6,777.885, 6,777.896 through to 6,777.967, 6,777.973 through to 6,778.025, 6,778.031 through to 6,778.107, 6,778.115 through to 6,778.139, 6,778.179 through to 6,778.196.

Model 912ULSFR engines, S/N 6,778.108.

Model 914UL engines, S/N 6,774.240 through to 6,774.261, 6,774.263 through to 6,774.269, 6,774.271 through to 6,774.308, 6,774.313 through to 6,774.321, 6,774.327 through to 6,774.386, 6,774.396 through to 6,774.425.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub with serviceable parts with the same P/N per the instructions in BRP-Powertrain Mandatory SB-912-058UL or SB-914-041UL as applicable. (These SBs refer to SB-912-058 or SB-914-041 for the corrective actions.)
2. An engine affected by the requirements of this AD may not be installed on any aircraft unless the washer and associated gasket ring have been replaced per the requirements in this AD.

(UK MPD 2011-003-E refers)

Compliance:

1. Within the next 10 hours TIS or by 31 August 2011 whichever occurs sooner, unless previously accomplished.
2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/25A Cancelled – DCA/ROTAX/26 refers

Effective Date: 28 November 2011

DCA/ROTAX/26 Crankshaft – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
 Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
 Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
 Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.
 Rotax 912 UL engines, all S/N.
 Rotax 912 ULS engines, all S/N.
 Rotax 912 ULSFR engines, all S/N.
 Rotax 914 UL engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; 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 Alpa-Werke; Nitsche) AVO 68 series Samburo; **Aquila** AT01; **Cessna** 150 and A150 series; and **(Reims)** F150 and FA150 series; **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; **Evektor-Aerotechnik** EV-97 VLA; **Grob** G 109; **Issoire** APM-20 Lionceau; **Scheibe** SF 36R and SF 25C; **Stemme** S10-VT; **Tecnam** P 92-J, P 92-JS and P2002-JF; **W.D. Aircraft** D4 Fascination.

- Note 1:** This AD revised to expand the applicability to include non-Type Certificated Rotax 912 and 914 series engines and introduce BRP-Powertrain ASB-912-060UL and ASB914-043UL (the same document) dated 26 January 2012. No further AD action required for those Type Certificated Rotax 912 and 914 series engines already in compliance with DCA/ROTAX/27.
- Note 2:** The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.
- Requirement:** To prevent oil pump failure due to possible oil pump leaks which could result in loss of oil pressure and loss of engine power, accomplish the following:
1. Inspect the engine oil system and check the torque of the oil pump attachment bolts per the instructions in section 2 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable to the engine model, all dated 26 January 2012 or later approved revisions.
If any defects are found accomplish all the applicable follow-on inspections and corrective actions per the instructions in section 3 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable.
 2. An engine affected by this AD shall not be installed on any aircraft unless the engine is in compliance with the requirements of this AD.
(EASA AD 2012-0019-E and UK MPD 2012-001-E refer)
- Compliance:**
1. For affected Type Certificated Rotax 912 and 914 series engines:
Within the next 4 hours TIS or 30 days from 28 January 2012 (the effective date of DCA/ROTAX/27) whichever occurs sooner, unless previously accomplished.
For affected non-Type Certificated Rotax 912 and 914 series engines:
Within the next 4 hours TIS or by 23 March 2012 whichever occurs sooner.
 2. From 23 February 2012.
- Effective Date:** DCA/ROTAX/27 - 28 January 2012
DCA/ROTAX/27A - 23 February 2012

DCA/ROTAX/28 Fuel Pump – Inspection and Replacement

- Applicability:** Model 912 A engines, S/N 4,410.956, and
Model 912 F engines, S/N 4,413.000 through to 4,413.002 and 4,413.005 through to 4,413.007, and
Model 912 S engines, S/N 4,924.331 through to 4,924.334, 4,924.354 through to 4,924.358 and 4,924.366 through to 4,924.402, and
Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4595 and 12.0251 through to 12.0270.
Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL.
- Requirement:** To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the instructions in EASA AD 2012-0093-E.
- Note 3:** Rotax ASB-912-061 and ASB-912-061UL both dated 26 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0093-E refers)
- Compliance:** Before further flight.
- Effective Date:** 31 May 2012

DCA/ROTAX/29A Fuel Pump Pressure Side Hose – Inspection and Replacement

- Applicability:** Model 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N, and
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N, and
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N, and
Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4355, 11.4516 through to 11.4595, and 12.0251 through to 12.0270.
Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL revision 1 fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL revision 1.
- Note 1:** This AD supersedes DCA/ROTAX/29 to expand the AD applicability to S/N 11.4036 through to 11.4355 for affected fuel pump P/N 893114. Superseded DCA/ROTAX/29 listed S/N 11.4036 through to 11.4335.
- Requirement:** To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the requirements in EASA AD 2012-0097R1 dated 01 June 2012 and the instructions in the applicable Rotax ASB.
- Note 2:** Rotax ASB-912-061 and ASB-912-061UL both at revision 1 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0097R1 and UK CAA MPD 2012-002-E refer)
- Compliance:** Before further flight.
- Effective Date:** DCA/ROTAX/29 - 2 June 2012
DCA/ROTAX/29A - 6 June 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: [Links to state of design airworthiness directives | aviation.govt.nz](https://www.caa.govt.nz/aviation/state-of-design-airworthiness-directives)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0055-E Cancelled - EASA AD 2013-0117-E refers

Effective Date: 31 May 2013

2013-0117-E Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N.
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N.
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N.
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, 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 and 915 iS A engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2018-0265R1 (Correction) is applicable to type-certified engines.

Effective Date: 31 January 2019

2019-0055-E (Correction) Cancelled – EASA AD 2019-0253-E refers

Effective Date: 15 October 2019

UK MPD 2019-004-E Cancelled – UK MPD 2019-006-E refers

Effective Date: 19 October 2019

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

*** EASA AD 2026-0121-E Propeller Gearbox - Inspection**

Applicability: Rotax 912 A1, 912 A2, 912 A3, 912 A4, 912 F2, 912 F3, 912 F4, 912 S2, 912 S3 and 912 S4 engines, all S/N, and

Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N, and

Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on various general aviation (EASA CS-23, CS-LSA, CS-VLA or CS-22 certified) aeroplanes and powered gliders.

Installation of these engines was embodied by either the respective aircraft manufacturer, or through a modification of the aircraft by Supplemental Type Certificate (STC).

Note: EASA AD 2026-0121-E is applicable to type-certified engines.

Effective Date: 26 June 2026

*** UK CAA MPD 2026-003-E Propeller Gearbox - Inspection**

Applicability: Rotax 912 UL, 912 ULS, 912 iS Sport, and 914 UL series engines, all S/N.

These engines are known to be installed on various general aviation aeroplanes, microlights and gyroplanes.

Installation of these engines was embodied by either the respective aircraft manufacturer, or amateur constructor, or by incorporating a modification of the aircraft.

Note: UK CAA MPD 2026-003-E is applicable to non type-certified engines.

Effective Date: 7 July 2026

Airworthiness Directive Schedule

Engines

Safran Helicopter Engines – Arrius 1A Series

23 July 2026

- Notes:**
1. This AD schedule is applicable to Safran Arrius 1A and Arrius 1A1 series engines manufactured under EASA Type Certificate Number E.080.
 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 Safran Helicopter Engines.

State of Design ADs applicable to these engines 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/TUR/55	Cancelled – EASA AD 2008-0133 superseded by EASA AD 2024-0148	2
DCA/TUR/57	Fuel Injection System – Modification.....	2
DCA/TUR/58	Fuel Injectors – Replacement	2
DCA/TUR/59	Cancelled – AD F-2005-063R1 superseded by EASA AD 2024-0148	2

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: <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2019-0266-E	Module 02 / Gas Generator – Service Life	3
2022-0005	Airworthiness Limitations – Amendment	3
2024-0148	Airworthiness Limitations – Amendment	3
* 2026-0128	Hydromechanical Measuring Unit – Replacement	3

DCA/TUR/55 Cancelled – EASA AD 2008-0133 superseded by EASA AD 2024-0148

Effective Date: 28 August 2024

DCA/TUR/57 Fuel Injection System – Modification

Applicability: Arrius 1A and 1E turboshaft engines, all S/N not embodied with Modification TU 63.

Requirement: To prevent an uncommanded inflight engine shutdown with a sudden selection of decreased collective pitch accomplish the following:

Embody modification TU 63 in accordance with Turbomeca SB No. 319 73 0016 revision 1 dated 22 December 1997.
(DGAC AD 1998-200 refers)

Compliance: By 30 December 2008 unless previously accomplished.

Effective Date: 30 October 2008

DCA/TUR/58 Fuel Injectors – Replacement

Applicability: Arrius 1A and 1E turboshaft engines, all S/N.

Requirement: To prevent an uncommanded inflight engine shutdown with a sudden selection of decreased collective pitch, replace main fuel injectors per the instructions in turbomeca SB No. A319 73 0071 original issue or later approved revisions.
(DGAC AD 2000-532 refers)

Compliance: At 1250 hours TTIS or within next 100 hours TIS, whichever is the later and thereafter at intervals not to exceed 1250 hours TIS.

Effective Date: 30 October 2008

DCA/TUR/59 Cancelled – AD F-2005-063R1 superseded by EASA AD 2024-0148

Effective Date: 28 August 2024

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: <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2019-0266-E Module 02 / Gas Generator – Service Life

Applicability: Arrius 1A and 1A1 engines, all S/N.

Note: These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aérospatiale) AS355 N and AS355 NP twin-engine helicopters.

Effective Date: 29 October 2019

2022-0005 Airworthiness Limitations – Amendment

Applicability: Arrius 1A1 engines, all S/N.

Effective Date: 27 January 2022

2024-0148 Airworthiness Limitations – Amendment

Applicability: Arrius 1A engines, all S/N.

Effective Date: 28 August 2024

*** 2026-0128 Hydromechanical Measuring Unit – Replacement**

Applicability: Arrius 1A engines, all S/N.

Effective Date: 9 July 2026

Airworthiness Directive Schedule

Engines

Safran Helicopter Engines – Arrius 2B1, 2B2 and 2K1

23 July 2026

- Notes:**
1. This AD schedule is applicable to Safran Arrius 2 series engines manufactured under the following Type Certificate (TC) Number:

Engine Model:	EASA TC Number:
Arrius 2B1	E.029
Arrius 2B2	E.029
Arrius 2K1	E.029

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 engines.

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/TUR/23	Engine Operation - Limitation.....	2
DCA/TUR/24	Cancelled – EASA AD 2021-0088 refers	2
DCA/TUR/40	Oil Check-valve Piston O-ring – Inspection.....	2
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.		
2013-0082	Cancelled – EASA AD 2020-0033 refers	3
2016-0003R1	Main Injector Half-manifolds and Preference Injector – Inspection	3
2008-0018	Electronic Engine Control (EEC) Unit – Inspection	3
2018-0044	Cancelled by EASA – Purpose fulfilled	3
2020-0033R1	Hydro-Mechanical Metering Unit (HMU) – Inspection	3
2021-0088R1	Digital Engine Control Unit (DECU) – Software Update.....	3
2022-0203	Cancelled – EASA AD 2024-0149 refers	4
2024-0149	Cancelled – EASA AD 2026-0027 refers	4
* 2024-0195R1	Cancelled – EASA AD 2026-0131 refers	4
2026-0027	Airworthiness Limitations – Amendment	4
* 2026-0131	EECU Software - Update & Preference Injector - Non-extinguishing Test.....	4

DCA/TUR/23 Engine Operation - Limitation

Applicability: Arrius 2B1, 2B1A, 2B1A_1 and 2K1 series engines.

Requirement: To ensure continued reliable operation of the engine, operation of the engine at the OEI 2.5-minute power setting is limited to 5 minutes cumulative time before the engine must be removed for checks to the Module 2. Engines that have accumulated 5 minutes or more of operation at OEI 2.5 must be inspected per Turbomeca SL 2174/02/ARRIUS 2B1/19 for 2B1, 2B1A, and 2B1A_1 variants or SL 2175/ARRIUS 2K1/3 for the 2B1A-2K1 variants.

(DGAC AD 2003-98 refers)

Compliance: Before further flight

Effective Date: 30 October 2003

DCA/TUR/24 Cancelled – EASA AD 2021-0088 refers

Effective Date: 29 April 2021

DCA/TUR/40 Oil Check-valve Piston O-ring – Inspection

Applicability: Arrius 2B1, 2B1A, 2B1A_1, 2B2, 2K1 and 2K2 engines which do not have modification Tu122 embodied.

These engines may be fitted to, but not limited to, EC135 T1, EC135 T2, A 109 and A 109 LUH aircraft.

Requirement: To prevent uncommanded in-flight engine shutdown, replace the o-rings on the lubrication unit check-valve piston, per paragraph 2 of Turbomeca Mandatory Alert Service Bulletin No A319 79 2832, update No. 1 for Arrius 2 B series engines, or Turbomeca Mandatory Alert Service Bulletin No A319 79 2833, update No. 1 for Arrius 2K series engines.

(EASA AD 2006-0142 refers)

Compliance: For engines operating with STD class-oil since their introduction into service:

Within next 50 hours TIS for engines with more than 450 hours TTIS, unless already accomplished, and thereafter at intervals not to exceed 500 hours TIS.

For engines operating with HTS-class oil and engines for which the history of the oils used is not available or engines which used to operate with HTS-class oil and which no longer do so:

Within next 50 hours TIS for engines with more than 300 hours TTIS, unless already accomplished, and thereafter at intervals not to exceed 300 hours TIS.

Note: Standard (STD) and High Thermal Stability (HTS) oils are listed in the engine maintenance manual section 71-00-03.

Effective Date: 29 June 2006

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:

[Links to state of design airworthiness directives | aviation.govt.nz](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0082 Cancelled – EASA AD 2020-0033 refers

Effective Date: 10 March 2020

2016-0003R1 Main Injector Half-manifolds and Preference Injector – Inspection

Applicability: Arrius 2B1 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters Deutschland EC135 helicopters.

Effective Date: 2016-0003 - 19 January 2016
2016-0003R1 - 6 December 2016

2008-0018 Electronic Engine Control (EEC) Unit – Inspection

Applicability: Arrius 2B1, 2B1A, 2B2, 2K1 and 2K2 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters Deutschland EC135 helicopters and Leonardo A109 helicopters.

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.

Effective Date: 27 October 2016

2018-0044 Cancelled by EASA – Purpose fulfilled

Effective Date: 25 July 2019

2020-0033R1 Hydro-Mechanical Metering Unit (HMU) – Inspection

Applicability: Arrius 2B1, 2B1A, 2B2, 2G1, 2K1 and 2K2 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters Deutschland EC135, Leonardo A109 helicopters and KAMOV 226T helicopters.

Note: EASA AD 2020-0033R1 retains the requirements in superseded AD 2020-0033. The original issue of this AD required accomplishment of the actions in accordance with the instructions of SAFRAN MSB 319 73 2825 version J. This AD is revised to remove the inspection and cleaning requirements for HMU with an improved design (corresponding to SAFRAN mod TU 139 introduced in 2015). This AD also introduces the installation of an improved HMU as an optional terminating action.

Effective Date: EASA AD 2020-0033 - 10 March 2020
EASA AD 2020-0033R1 - 23 December 2021

2021-0088R1 Digital Engine Control Unit (DECU) – Software Update

Applicability: Arrius 2B1, Arrius 2B1A including those engines embodied with modification TU45C, identified as Arrius 2B1A_1 and Arrius 2B2 engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters Deutschland (formerly Eurocopter Deutschland) EC135 helicopters.

Note: EASA AD 2021-0088R1 is revised to provide clarification on affected and serviceable DECU.

Effective Date: 2 August 2021

2022-0203 Cancelled – EASA AD 2024-0149 refers

Effective Date: 28 August 2024

2024-0149 Cancelled – EASA AD 2026-0027 refers

Effective Date: 26 February 2026

*** 2024-0195R1 Cancelled – EASA AD 2026-0131 refers**

Effective Date: 23 July 2026

2026-0027 Airworthiness Limitations – Amendment

Applicability: Arrius 2B2 engines, all S/N.

Effective Date: 26 February 2026

*** 2026-0131 EECU Software - Update & Preference Injector - Non-extinguishing Test**

Applicability: Arrius 2B2 engines, all S/N.

Effective Date: 23 July 2026

Airworthiness Directive Schedule

Aeroplanes

Tecnam Aeroplanes

23 July 2026

- Notes:**
1. This AD Schedule is applicable to Tecnam aeroplanes listed in the following European Union Aviation Safety Agency (EASA) and Registro Aeronautico Italiano (RAI) Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
P2002-JF	EASA A.006
P2002-JR	EASA A.006
P-Mentor	EASA A.006
P2006T	EASA A.185
P2006T NG	EASA A.185
P92-J	EASA A.412
P92-JS	EASA A.412
P2010	EASA A.576
P2008 JC	EASA A.583
P2012	EASA A.637

2. This AD Schedule is also applicable to the following microlight (non type-certified) aircraft:

Microlight Aeroplane Models:	
P92-2000RG	P2002 Sierra
P2004 Bravo	P92 Echo
P92 Echo Super	P92S Echo
P96 Golf	P2002-JF

3. 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/>

4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/TEC/1	Fuel System – Inspection.....	3
DCA/TEC/2	Rudder – Inspection	3
DCA/TEC/3	Horizontal Stabilizer Torque Tube – Inspection	3
DCA/TEC/4	Horizontal Stabilizer Torque Tube – Inspection	3
DCA/TEC/5	Mass Balancing Tube – Inspection	4
DCA/TEC/6	Fin Rear Spar – Inspection	4
DCA/TEC/7	Cancelled – DCA/TEC/8 refers	4
DCA/TEC/8	Rudder Pedal Torque Tube and Steering Levers – Inspection	4
DCA/TEC/9	Seat Rail Stops – Inspection	4
DCA/TEC/10	Vertical Fin Spar – Inspection	6
DCA/TEC/11	Oil Vent – Modification	6
DCA/TEC/12	Stabilator Trim Actuator – Rework	6
DCA/TEC/13	NLG Steering – Inspection	7

DCA/TEC/14	NLG Hydraulic Actuator – Modification	7
DCA/TEC/15	Landing Gear Hydraulic Actuators – Modification	7
DCA/TEC/16	Cancelled – DCA/TEC/17 refers	7
DCA/TEC/17	Cancelled – DCA/TEC/19 refers	7
DCA/TEC/18	Cabin Truss Central Beam – Inspection.....	8
DCA/TEC/19	Cancelled – DCA/TEC/20 refers	8
DCA/TEC/20	Landing Gear Emergency Accumulator – Inspection	8
DCA/TEC/21	MLG Locknuts – Replacement.....	8
DCA/TEC/22	Aileron Hinge Supports – Inspection.....	9
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.....		
2013-0019	Stabilator Trim Tab Hinge Supports – Inspection.....	10
2013-0134	Nose Landing Gear Lower Link – Inspection and Replacement	10
2014-0001	Engine Mount – Inspection and Replacement.....	10
2014-0220	Engine Exhaust – Inspection.....	10
2018-0029	Rudder Trim Actuator – Life Limitation.....	10
2019-0043	NLG Piston Tube – Inspection	10
2018-0072	Firewall – Inspection	10
2022-0131	Fuel Shut-off Valves - Placards Replacement and AFM Amendment.....	10
2022-0132	Cancelled – EASA AD 2022-0167 refers	10
2022-0167	Aileron Control Rod / Cover Panel Screws - Inspection.....	10
2009-0229	Retractable Landing Gear System – Inspection.....	11
2011-0106	Fuel Hoses – Inspection.....	11
2014-0084	Emergency Accumulator for Landing Gear Extension – Inspection	11
2024-0138	Seat Rails – Inspection	11
2024-0152R1	Advanced Start System – Deactivation	12
2024-0239	Rudder Pedals Torque Tube Hinges – Modification.....	12
2026-0023	Exhaust Muffler – Inspection	12
2021-0119	Trim Tab Trailing Edge – Inspection	12
ENAC AD 2005-345	Rudder Pedals – Inspection	12
2026-0071	Engine Shock Mounts – Replacement	13
* 2026-0124	Aileron Hinge / Cotter Pins – Inspection.....	13

DCA/TEC/1 Fuel System – Inspection

- Applicability:** Tecnam P2002-JF aircraft, S/N 001, 002, 003, 004, 005 and 008.
Tecnam P92-JS aircraft, S/N 013 through to 039.
- Requirement:** To prevent sudden loss of engine power, due to the possible contamination of the fuel system, accomplish the following:
- Perform a one time inspection and clean, to verify absence of impurities in the fuel system, of model P2002-JF aircraft, per SB P2002/001, and for model P92-JS aircraft, per SB P92-J/011.
(Italian ENAC AD 2004-394 refers)
- Compliance:** Before further flight.
- Effective Date:** 28 April 2005

DCA/TEC/2 Rudder – Inspection

- Applicability:** Tecnam P2002-JF aircraft, S/N 001 through to 013.
- Requirement:** To prevent a rudder jam, due to the possible interference between the rudder's forward lip and the rear spar of the vertical fin, accomplish the following:
1. Inspect the clearance between the rudder's forward lips and the rear spar of the vertical fin, by moving the rudder through the complete envelope. If the clearance is not uniform, insufficient, or any lip deformation is detected, install a rudder lip ties modification kit, per Tecnam SB P2002/02 dated 21 March 2005, or later approved revision.
 2. Install a rudder lip ties modification kit, per Tecnam SB P2002/02.
(Italian ENAC AD IT-2005-167 and NZ Occurrence 05/861 refer)
- Compliance:**
1. Before further flight.
 2. Within the next 50 hours TIS or by 31 May 2005, whichever is the sooner.
- Effective Date:** 28 April 2005

DCA/TEC/3 Horizontal Stabilizer Torque Tube – Inspection

- Applicability:** Tecnam P92-J aircraft, S/N 001 through to 009.
- Requirement:** To prevent the cracking of the attachment plates of the horizontal stabilizer torque tube P/N 92-7-003-000, inspect for cracks and replace the fixing bolts, washers and self-locking nuts with modification kit P92B01, per SB P92J-01.
(Italian ENAC AD 1997-311 refers)
- Compliance:** Within the next 50 hours TIS or by 31 May 2005, whichever is the sooner.
- Effective Date:** 28 April 2005

DCA/TEC/4 Horizontal Stabilizer Torque Tube – Inspection

- Applicability:** Tecnam P92-J aircraft, S/N 001 through to 009.
- Requirement:** To improve the attachment between the horizontal stabilizer torque tube P/N 92-7-003-000 and the supporting attachment plates P/N 92-7-003-000 it is necessary to weld washers P/N 92-7-301-4 directly onto the attachment plates P/N 92-7-003-000, per SB P92J-05.
- Note:** Washers P/N 92-7-301-4 to be attached and welded to a manufacturer approved process.
(Italian ENAC AD 1999-022 refers)
- Compliance:** Before exceeding 400 hours TTIS and or within 50 hours TIS whichever occurs later.
- Effective Date:** 28 April 2005

DCA/TEC/5 Mass Balancing Tube – Inspection

- Applicability:** Tecnam P92-J aircraft, S/N 001 through to 012.
- Requirement:** To prevent cracking in the attachment area of the mass balancing tube P/N 92-7-300-000, inspect per SB P92J-06 and replace if cracked.
(Italian ENAC AD 1999-280 refers)
- Compliance:** Within 10 hours TIS and thereafter at 100 hour TIS intervals.
- Effective Date:** 28 April 2005

DCA/TEC/6 Fin Rear Spar – Inspection

- Applicability:** Tecnam P92-J aircraft, S/N 001 through 012, except S/N 003.
- Requirement:** To prevent the cracking of the fin's rear spar, accomplish the following:
1. Inspect the fin's rear spar, per paragraph 1.1 in SB P92J-09. If a crack or other discrepancy is detected, contact the manufacturer for further instructions.
 2. Modify fin rear spar per paragraph 1.2 in SB P92J-09.
- (Italian ENAC AD 2003-260 refers)
- Compliance:**
1. Before further flight and thereafter at intervals not exceeding 50 hours TIS until the modification is accomplished.
 2. Before exceeding 600 hours TTIS or within 100 hours TIS whichever occurs later.
- Effective Date:** 28 April 2005

DCA/TEC/7 Cancelled – DCA/TEC/8 refers

- Effective Date:** 29 September 2005

DCA/TEC/8 Rudder Pedal Torque Tube and Steering Levers – Inspection

- Applicability:** Tecnam P92-J aircraft, S/N 001 through to 012.
Tecnam P92-JS aircraft, S/N 013 through to 045, excluding S/N 044.
- Note:** Tecnam P92-J/013 rev.1 dated 31 August 2005, or later EASA approved revision pertains to the subject of this AD.
- Requirement:** To prevent the cracking of the rudder pedal torque tube and the steering levers of the rudder pedals P/N 92-5-003-001/2 and P/N 21-5-120-001/2, inspect the rudder pedals per Tecnam Service Bulletin P92-J/013.
If a crack or structural failure is detected, modify rudder pedals per SB P92-J/013, or to a manufacturer approved repair scheme.
(Italian ENAC AD IT-2005-343 refers)
- Compliance:** Within 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS.
- Effective Date:** 29 September 2005

DCA/TEC/9 Seat Rail Stops – Inspection

- Applicability:** All Tecnam P92-J, P92-JS and P2002-JF aircraft.
- Requirement:** To prevent the cabin seats from coming off the rails and possibly causing injury to the flight crew and subsequent loss of aircraft control, verify whether plugs and stops are installed on the front of the seat rails, per Tecnam SB 001-CS.
If all the required plugs or stops are not installed, accomplish the instructions in SB 001-CS, before further flight.
(EASA AD 2006-0234 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.

Effective Date: 26 October 2006

DCA/TEC/10 Vertical Fin Spar – Inspection

- Applicability:** Tecnam P92-JS aircraft, S/N 013 through to 068.
- Requirement:** To prevent failure of the vertical fin rear spar possibly resulting in catastrophic loss of aircraft control, accomplish the following:
- Inspect the vertical fin rear spar in accordance with Costruzioni Aeronautiche Tecnam S.r.l. Service Bulletin (SB) 006-CS using a (10x) magnifying glass and a light source. Inspect the rear spar for loose or missing rivets, cracks and deformation.
- If any cracks or defects are found, contact the manufacturer for further instruction.
- If no damage is found, complete the inspection report form in SB 006-CS and return the report to the aircraft manufacturer within 5 days after the inspection.
(EASA AD 2008-0028-E refers)
- Compliance:** Within the next 25 hours TIS, or by 21 March 2008, whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 21 February 2008

DCA/TEC/11 Oil Vent – Modification

- Applicability:** Tecnam P2006T aircraft, all S/N
- Requirement:** To prevent loss of engine power due to ice accumulation on the engine oil vents at very low ambient temperatures which could result in a double engine in-flight shutdown, accomplish the following:
- Replace the oil vent hose on both engines with a new hose P/N 26-7-1590-001 and reposition the hose per the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin SB-014 CS dated 29 January 2010 or later approved revisions.
(EASA AD 2010-0022 refers)
- Compliance:** Within the next 50 hours TIS or by 24 August 2010 whichever occurs sooner.
- Effective Date:** 24 June 2010

DCA/TEC/12 Stabilator Trim Actuator – Rework

- Applicability:** Tecnam P2006T aircraft, S/N 001 through to 034.
- Requirement:** To prevent stick control force variation in the longitudinal axis which can result in reduced control or loss of control of the aircraft, accomplish the following:
- Replace the Seeger ring of the stabilator trim actuator per the instructions in Costruzioni Aeronautiche Tecnam SB No. SB025-CS dated 18 June 2010 or later EASA approved revisions.
(EASA AD 2010-0121-E refers)
- Compliance:** Before further flight.
- Effective Date:** 24 June 2010

DCA/TEC/13 NLG Steering – Inspection

- Applicability:** Tecnam P2006T aircraft, S/N 001 through to 029.
- Requirement:** To prevent failure of the right hand rod attachment of the NLG steering assembly which can result in loss of steering control, accomplish the following:

Accomplish a visual inspection of the NLG steering assembly P/N 26-8-1550-000 per the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin SB-015 CS dated 8 February 2010 or later approved revisions.

If any defects or cracks are found in the Nose Landing Gear (NLG) Steering assembly, accomplish a manufacturer approved replacement before further flight.
- Note:** The repetitive inspections introduced by this AD are considered to be a temporary measure until a terminating modification becomes available.
(EASA AD 2010-0143 refers)
- Compliance:** Within the next 25 hours TIS or by 26 August 2010 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 26 July 2010

DCA/TEC/14 NLG Hydraulic Actuator – Modification

- Applicability:** Tecnam P2006T aircraft, S/N 001 through to 036 and 049.
- Requirement:** To prevent a NLG failure due to a possible crack in the NLG hydraulic actuator which can result in uncommanded or incomplete NLG extension, accomplish the following:

Modify the NLG hydraulic actuator per the instructions in Costruzioni Aeronautiche TECNAM design change No. MOD2006/047 and the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin No. SB-026 CS dated 23 June 2010 or later approved revisions.
(EASA AD 2010-0129 refers)
- Compliance:** Within the next 50 hours TIS, or by 29 September 2010 whichever occurs sooner.
- Effective Date:** 29 July 2010

DCA/TEC/15 Landing Gear Hydraulic Actuators – Modification

- Applicability:** Tecnam P2006T aircraft, S/N 01 through to 046, and S/N 047/US and S/N 049.
- Requirement:** To prevent uncommanded or unsuccessful extension of the NLG or MLG, accomplish the following:

Modify the NLG and MLG hydraulic actuators per the instructions in Costruzioni Aeronautiche TECNAM design change no. MOD2006/086 and the instructions in Costruzioni Aeronautiche TECNAM SB 036-CS revision 1, dated 15 December 2010 or later EASA approved revisions.
(EASA AD 2011-0042 refers)
- Compliance:** Within the next 50 hours TIS or by 31 May 2011 whichever occurs sooner.
- Effective Date:** 31 March 2011

DCA/TEC/16 Cancelled – DCA/TEC/17 refers

Effective Date: 8 April 2011

DCA/TEC/17 Cancelled – DCA/TEC/19 refers

Effective Date: 29 August 2011

DCA/TEC/18 Cabin Truss Central Beam – Inspection

- Applicability:** Tecnam P92-J and P92-JS aircraft, S/N 001 through to 097.
- Requirement:** To prevent failure of the cabin truss central beam due to the application of an incorrect anticorrosion coating, accomplish the following:
- Inspect the central beam of the cabin truss per the instructions in Costruzioni Aeronautiche TECNAM SB 050-CS.
- If any corrosion is found, repair the cabin truss corrosion per the instructions in Costruzioni Aeronautiche TECNAM Job Card n° 229 - P92JS.
- Note:** Costruzioni Aeronautiche TECNAM SB 050-CS dated 12 April 2011, Costruzioni Aeronautiche TECNAM Job Card n° 229 - P92JS cabin truss corrosion repair - ed1r3 and later approved revisions of these documents is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0092 refers)
- Compliance:** Within the next 50 hours TIS or by 30 September 2011 whichever occurs sooner and thereafter at intervals not to exceed 24 months.
- Effective Date:** 30 June 2011

DCA/TEC/19 Cancelled – DCA/TEC/20 refers

Effective Date: 26 April 2012

DCA/TEC/20 Landing Gear Emergency Accumulator – Inspection

- Applicability:** Tecnam P2006T aircraft, S/N all through to 88, excluding S/N 85.
- Note:** This AD supersedes DCA/TEC/19 (EASA AD 2011-0153R1 refers) to introduce a new designed landing gear emergency accumulator P/N 26-9-9500-000 (MOD 2006-121) per SB-080-CS dated 02 January 2012.
- Requirement:** To prevent failure of the landing gear emergency accumulator, accomplish the actions specified in EASA AD 2012-0043.
- Compliance:** At the compliance times specified in EASA AD 2012-0043.
- Effective Date:** 26 April 2012

DCA/TEC/21 MLG Locknuts – Replacement

- Applicability:** Tecnam P92-J and P92-JS aircraft, all S/N.
Tecnam P2002-JF aircraft, all S/N.
- Requirement:** To prevent MLG failure due to possible cracks in the leaf spring nuts, accomplish the requirements in EASA AD 2012-0113.
- Note:** The requirements of this AD must be accomplished per the instructions in Costruzioni Aeronautiche TECNAM SB 066–CS Ed. 2nd Rev. 0 dated 30 May 2012 or later approved revisions.
(EASA AD 2012-0113-E refers)
- Compliance:** Within the next 25 hours TIS or by 11 August 2012 whichever occurs sooner, unless previously accomplished per the instructions in Costruzioni Aeronautiche TECNAM SB 066–CS Ed. 1st Rev 0, or Rev 1, or Rev 2.
- Effective Date:** 11 July 2012

DCA/TEC/22 Aileron Hinge Supports – Inspection

- Applicability:** Tecnam P2006T aircraft, all S/N.
- Requirement:** To prevent aileron failure due to possible cracks in the aileron hinge support accomplish the requirements in EASA AD 2012-0146.
- Note 1:** Costruzioni Aeronautiche TECNAM SB-102-CS-Rev2 dated 03 July 2012 or later approved revisions of this document are acceptable to comply with the requirements of this AD.
- Note 2:** The inspections required by this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
(EASA AD 2012-0146 refers)
- Compliance:** For aircraft with 600 hours or more TTIS:
Within the next 25 hours TIS or by 20 September 2012 whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or the next annual inspection, whichever occurs first.
For aircraft with less than 600 hours TTIS:
Within 25 hours TIS or 30 days whichever occurs first after 600 hours TTIS, and thereafter at intervals not to exceed 100 hours TIS or the next annual inspection, whichever occurs first.
- Effective Date:** 20 August 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: [Links to state of design airworthiness directives | aviation.govt.nz](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

- 2013-0019 Stabilator Trim Tab Hinge Supports – Inspection**
Applicability: Tecnam P92-J and P92-JS aircraft, all S/N, and
 Tecnam P2002-JF and P2002-JR aircraft, all S/N.
Effective Date: 5 February 2013
- 2013-0134 Nose Landing Gear Lower Link – Inspection and Replacement**
Applicability: Tecnam P2006T aircraft, all S/N.
Effective Date: 16 July 2013
- 2014-0001 Engine Mount – Inspection and Replacement**
Applicability: Tecnam P2006T aircraft, all S/N.
Effective Date: 20 January 2014
- 2014-0220 Engine Exhaust – Inspection**
Applicability: Tecnam P2006T aircraft, all S/N.
Effective Date: 14 October 2014
- 2018-0029 Rudder Trim Actuator – Life Limitation**
Applicability: Tecnam P2006T aircraft all S/N, except those aircraft embodied with Tecnam modification 2006/322 at manufacture.
Effective Date: 14 February 2018
- 2019-0043 NLG Piston Tube – Inspection**
Applicability: Tecnam P2006T aircraft, all S/N.
Effective Date: 28 March 2019
- 2018-0072 Firewall – Inspection**
Applicability: Tecnam P2008 JC aircraft, S/N 1002 through to 1085.
Effective Date: 27 June 2019
- 2022-0131 Fuel Shut-off Valves - Placards Replacement and AFM Amendment**
Applicability: Tecnam P92-J and P92-JS aircraft, all S/N through to 51 inclusive.
Effective Date: 18 July 2022
- 2022-0132 Cancelled – EASA AD 2022-0167 refers**
Effective Date: 31 August 2022
- 2022-0167 Aileron Control Rod / Cover Panel Screws - Inspection**
Applicability: Tecnam P2006T aircraft, all S/N up to 345, 348, 352, 353, 355 and 357.
Effective Date: 31 August 2022

2009-0229 Retractable Landing Gear System – Inspection

Applicability: Tecnam P2002-JR aircraft, all S/N.

Note: Costruzioni Aeronautiche TECNAM srl Service Bulletin SB 009-CS initial issue, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2011-0106 Fuel Hoses – Inspection

Applicability: Tecnam P2002-JR aircraft, all S/N.

Note: Costruzioni Aeronautiche TECNAM SB 56 - CS dated 13 May 2011, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2014-0084 Emergency Accumulator for Landing Gear Extension – Inspection

Applicability: Tecnam P2002-JR aircraft, S/N 015, 048, 052, 065, 066, 076, 091, 092, 093, 110, 111, 112, 116 and 123.

Note: Costruzioni Aeronautiche TECNAM SB-069-CS Edition 1, Revision 0 dated 20 October 2011, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2024-0138 Seat Rails – Inspection

Applicability: Tecnam P-Mentor S/N 1003 through to 1056 (inclusive), 1064 through to 1075 (inclusive), 1078 through to 1082 (inclusive), 1089, 1090, 1118, 1119, 1124, 1125 and, 1126, except those aircraft embodied with Tecnam modification MOD2002/339, or Service Bulletin (SB) SB-748-CS.

Effective Date: 18 July 2024

2024-0152R1 Advanced Start System – Deactivation

Applicability: Tecnam P2008 JC, all S/N, except those aircraft embodied with Tecnam modification MOD2008/233 or Service Bulletin (SB) SB-826-CS.

Effective Date: EASA AD 2024-0152 - 15 August 2024
EASA AD 2024-0152R1 - 27 February 2025

2024-0239 Rudder Pedals Torque Tube Hinges – Modification

Applicability: Tecnam P2010 and P2010 TDI aircraft, all S/N up to 317 (inclusive), except those aircraft embodied with Tecnam modification MOD2010/359.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 27 March 2025

2026-0023 Exhaust Muffler – Inspection

Applicability: Tecnam P2010 aircraft, S/N all through to 335, fitted with a Lycoming IO-390 engine (MOD 2010/078).

Effective Date: 16 February 2026

2021-0119 Trim Tab Trailing Edge – Inspection

Applicability: Tecnam P2012 (Traveller) aircraft, S/N 002 through to 030.

Note: Tecnam SB 398-CS ed. 2 original issue dated 05 August 2020, or Revision 1 dated 17 August 2020, or later EASA approved revision pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 26 March 2026

ENAC AD 2005-345 Rudder Pedals – Inspection

Applicability: Tecnam P92-J aircraft, S/N S/N 001 through to 012, and
Tecnam P92-JS aircraft, S/N 013 through to S/N 045, excluding S/N 044.

Requirement: Comply with Italian ENAC AD 2005-345 available on the EASA AD website.

Note: Tecnam SB No. P92-J/012 rev.1 dated 31 August 2005, or later EASA approved revision pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the ENAC AD.

Effective Date: 26 March 2026

2026-0071 Engine Shock Mounts – Replacement

Applicability: Tecnam P2006T and P2006T NG aircraft, all S/N.

Effective Date: 14 April 2026

*** 2026-0124 Aileron Hinge / Cotter Pins – Inspection**

Applicability: Tecnam P2006T aircraft, S/N 001 through to 434 (inclusive) and S/N 442; and
Tecnam P2006T NG aircraft, S/N 1001 through to 1028 (inclusive), except S/N 1012,
1013, 1018, 1021, 1022, 1023, 1025, 1026 and 1027.

Effective Date: 15 July 2026