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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-07

Effective date 31 July 2025

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

Airworthiness Directive Schedule

List of New or Revised ADs

Amendment Nr 25-07

31 July 2025

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters AS 350 Series	EASA AD 2024-0133R1	Airworthiness Limitations Section - Amendment	31-Jul-25
Airbus Helicopters AS 350 Series	EASA AD 2025-0137	Airworthiness Limitations Section - Amendment	31-Jul-25
Airbus Helicopters AS 350 Series	EASA AD 2025-0159	Sliding Door Placards - Installation	7-Aug-25
Airbus Helicopters AS 355 Series	EASA AD 2025-0159	Sliding Door Placards - Installation	7-Aug-25
Airbus Helicopters Deutschland MBB-BK117 Series	EASA AD 2025-0153	Cargo Common Hook Beam – Modification	1-Aug-25
Airbus Helicopters EC 120 B	EASA AD 2025-0159	Sliding Door Placards - Installation	7-Aug-25
Airbus Helicopters EC 130 Series	EASA AD 2025-0137	Airworthiness Limitations Section - Amendment	31-Jul-25
Airbus Helicopters EC 130 Series	EASA AD 2025-0159	Sliding Door Placards - Installation	7-Aug-25
Bell 505	TC AD CF-2024-03	Cancelled – CF-2025-32 refers	16-Jul-25
Bell 505	TC AD CF-2025-17	Cancelled - CF-2025-35 refers	18-Jul-25
Bell 505	TC AD CF-2025-32	Vertical Stabiliser Top End Cap Assembly - Inspection	16-Jul-25
Bell 505	TC AD CF-2025-34	Tail Rotor Pitch Link Assembly - Inspection	31-Jul-25
Bell 505	TC AD CF-2025-35	Aft Moveable Ballast Box Assembly Door Hinge - Inspection	18-Jul-25
Diamond DA 40 Series	TC AD CF-2025-30	Passenger Door – Inspection	31-Jul-25
Grob Gliders	EASA AD 2025-0140	Rudder Drive Plate – Inspection	31-Jul-25
Leonardo A109 and AW109 Series	EASA AD 2025-0142	Cyclic Pitch and Roll Actuators – Inspection	21-Jul-25
Leonardo A109 and AW109 Series	EASA AD 2025-0148	Swashplate Duplex Bearing – Inspection	31-Jul-25
Leonardo A119 and AW119 Series	EASA AD 2025-0142	Cyclic Pitch and Roll Actuators – Inspection	21-Jul-25
Leonardo A119 and AW119 Series	EASA AD 2025-0148	Swashplate Duplex Bearing – Inspection	31-Jul-25
Schempp-Hirth	EASA AD 2024-0251	Cancelled – EASA AD 2025-0157 refers	4-Aug-25
Schempp-Hirth	EASA AD 2025-0157	Wing Fuel Tank Hose – Inspection	4-Aug-25
Socata TB9, TB10 and TB20 Series	DCA/TB9/35	Cancelled – EASA AD 2025-0160 refers	8-Aug-25
Socata TB9, TB10 and TB20 Series	EASA AD 2025-0160	Lower Rudder Hinge Fitting – Inspection	8-Aug-25
Woodward Constant Speed Propeller Governors	DCA/WOOD/114	Cancelled – Maule M5 235C FAA AD 81-25-01 refers	31-Jul-25

State of Design Airworthiness Directives

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

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

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

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

Note:

Airworthiness Directive Schedule Amendment Nr. 25-08 is scheduled for issue on Thursday 28 August 2025.

Notes on New and Revised Airworthiness Directives

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

It has been determined that the instructions on how to open the emergency exit on affected helicopters is insufficient.

This condition, if not corrected could result in an emergency landing, and injuries to helicopter occupants.

To address this potential unsafe condition, Airbus Helicopters issued an ASB to provide instructions for the installation of additional safety placards for the sliding door.

For the reason described above, this AD requires installation of additional safety placards.

Bell 505 Transport Canada AD CF-2025-32 Vertical Stabiliser Top End Cap Assembly - Inspection

There have been multiple occurrences of the vertical stabilizer top end cap assembly being found cracked, with some cases including the departure of the NAV/VOR/GS antenna and tuning weight from the helicopter during flight.

Detailed investigation has identified that the stabiliser top end cap assembly was not designed for the full fatigue spectrum.

The investigation has determined that if no corrective actions are implemented, there is potential for the antenna and tuning weight to depart, which could impact and damage the tail rotor, resulting in loss of helicopter directional control.

Emergency AD CF-2024-03 mandated an initial inspection, instructions for the replacement of the vertical stabilizer top end cap if required, and recurring inspections of the top end cap for cracks.

CF-2025-32 supersedes emergency AD CF-2024-03 to:

1. Limit the AD applicability due to the introduction of a new one-piece vertical stabilizer machined top end cap assembly P/N SLS-030-701-149 into the Bell 505 production line, **and**

2. Require the replacement of the top end cap assembly P/N SLS-030-701-125 with a new machined top end cap assembly P/N SLS-704-701-101 when cracks are found in the initial, or recurring inspections, or after 12 months from the effective date of this AD.

Bell 505 Transport Canada AD CF-2025-35 Aft Moveable Ballast Box Assembly Door Hinge - Inspection

Bell has discovered possible plastic deformation and/or improper pin engagement in the knuckles of the door hinge on the aft movable ballast box assembly P/N SLS-706-201-007.

Ballast weights escaping the ballast box have a high potential of striking the tail rotor assembly, resulting in damage and/or departure of the tail rotor blades, loss of tail rotor thrust, and severe vibrations that would lead to loss of control of the helicopter.

To mitigate the unsafe condition, emergency AD CF-2025-17 prohibited installation of the ballast weights in the aft ballast box while a terminating action was developed.

CF-2025-35 supersedes CF-2025-17 and implements the ballast box modification in Part II as a terminating action to resume / allow the use of the ballast weights.

This AD also corrects an error in the kit P/N in the applicability section. Bell has issued ASB 505-25-44, Revision A, dated 26 June 2025, that now includes instructions to modify the aft movable ballast box.

Schempp-Hirth EASA AD 2025-0157 Wing Fuel Tank Hose – Inspection

This AD is prompted by occurrences reported to EASA of fuel found in wing water tanks. The cause of this leakage was identified as ageing/fatigue damage of the affected part.

This condition, if not detected and corrected, could result in water leaking through the damaged affected part to the wing fuel tank, and from there into the fuselage tank, possibly resulting to an engine in-flight shut-down and reduced control of the glider.

To address this potential unsafe condition, Schempp-Hirth issued a TN at original issue, providing instructions for the inspection of affected parts and installation of placards, and EASA issued AD 2024-0251-E requiring repetitive inspections of affected parts and, depending on findings, replacement of affected part(s) with serviceable part. That AD also required installation of placards in accordance with the TN.

Since that AD was issued, Schempp-Hirth developed an improved part and published Revision 1, followed by Revision 2 of the TN, providing instructions for installation of the improved part, as defined in this AD.

For the reason described above EASA AD 2025-0157 retains the requirements in superseded EASA AD 2024-0251-E, and requires replacement of affected parts with improved parts.

Woodward Constant Speed Propeller Governors DCA/WOOD/114 Cancelled – Maule M5 235C FAA AD 81-25-01 refers

FAA AD 81-25-01 is applicable to Woodward governor F210681 installed on Maule M5 235C aircraft, with a governor S/N 1446751 through to 1446783, 1446785 through to 1446806, 1446808, 1446809, 1446811, 1446812, 1446814 through to 1446817, 1567547 through to 1567562, 1567564 through to 1567594, and 1567596 through to 1567612.

FAA AD 81-25-01 is now listed in the AD schedule applicable to Maule M5 235C aircraft.

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 25-07 **AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS** 31 July 2025

Schedule:	Date:
AD Schedule Cover Page	31 JULY 25
AD Schedule Revision Status	31 JULY 25
List of New or Revised ADs	31 JULY 25
Aeroplanes	
Aeroplanes General - Large (Greater than 5700kg MCTOW)	27 JULY 23
Aeroplanes General - Small (Up to 5700kg MCTOW)	29 JUNE 23
Aero Commander 100 Series	24 JUN 21
Aerostar 600 and 601 Series	25 FEB 21
Air Tractor AT-402, AT-502 & AT-504 Series	29 APR 21
Air Tractor AT-602	29 APR 21
Airtourer Series (NZ Aerospace)	26 OCT 00
Alpha Aviation HR200 & R2000 Series	27 AUG 15
American Champion 7 and 8 Series	26 JUL 18
Auster & Beagle Series	26 JUL 12
Aviat A-1 Series (Husky)	27 AUG 20
BAC-167 Strikemaster	30 OCT 14
Beagle Aircraft B.121 Series 2	30 JUN 11
Beechcraft 17 Series	31 AUG 00
Beechcraft 18 Series	31 AUG 00
Beechcraft 23 & 24 Series	31 AUG 00
Beechcraft 33, 35 & 36 Series	19 DEC 19
Beechcraft 60 Series	22 FEB 01
Beechcraft 76 Series	29 APR 21
Beechcraft 77 Series	28 AUG 08
Beechcraft 90 Series	27 MAY 10
Beechcraft 58 & 95 Series	29 AUG 13
Beechcraft 99 Series	27 JUL 06
Beechcraft 200 Series	30 NOV 23
Beechcraft 300LW	24 FEB 22
Boeing-Stearman E75 & A75N1	28 AUG 08
Bolkow BO 208 C Junior	14 MAY 93
Bolkow BO 209 Monsun	28 AUG 08
British Aerospace Dove (DH 104)	19 FEB 93
British Aerospace Heron (DH 114)	19 FEB 93
Britten-Norman Islander BN2 Series	25 JUL 24
Cessna 120 Series	28 APR 22
Cessna 150/152 Series	29 SEP 11
Cessna 170 Series	30 JUN 11
Cessna 172 Series (includes R172)	29 OCT 20
Cessna 175 Series	28 JUL 16
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Cessna 195 Series	28 NOV 13
Cessna 206 Series	29 OCT 20
Cessna 207 Series	29 OCT 20
Cessna 208 Series	25 MAR 21
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Cessna 500 Series	27 MAY 10
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Cirrus SR20 and SR22 Aircraft	19 DEC 24
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De Havilland DH80 Series (Puss Moth)	26 MAR 09
De Havilland DH82 Series (Tiger Moth)	26 APR 18
De Havilland DH83 Series (Fox Moth)	26 APR 18
De Havilland DH89 Series (Dragon Rapide / Dominie)	28 OCT10
De Havilland DH94 Series (Moth Minor)	31 AUG 17
De Havilland DHC-1 Series (Chipmunk)	22 FEB 18
De Havilland DHC-2 Series (Beaver)	30 MAR 23
De Havilland DHC-3 Series (Otter)	30 JAN 25
Diamond DA 20 Series	28 FEB 08
Diamond DA 40 Series	31 JULY 25
Diamond DA 42 Series	19 DEC 24
Diamond DA 62 Series	18 JAN 24
Douglas DC3C-S1C3G	18 APR 19
Dornier Do 228 Series	27 SEP 07
Eagle X-TS & 150 Series	30 AUG 07
Embraer EMB-500	26 NOV 20
Embraer EMB-820 Series	25 FEB 21
Erco 415-D Series (Ercoupe)	31 JAN 13
Extra EA 300 Series	1 OCT 20
Fairchild SA227	25 JUNE 09
G-164 Ag-Cat Series	25 MAY 23
Gippsland GA200 Fatman	27 SEP 12
Gippsland GA8 Airvan	30 JAN 25
Grumman American AA-1 & AA-5 Series	29 JUL 21
Grumman G-44 Series	25 NOV 94
Gulfstream Aerospace G-IV Series	27 SEP 07
Gulfstream Aerospace GA-7	28 FEB 19
Harvard 2, 2A and 3 Series	26 SEP 13
Helio H-250 (Courier)	27 OCT 16
Jabiru Aeroplane Series	27 MAY 21
Kodiak 100	27 JULY 23
Lake LA-4, LA-4-200 & Model 250	28 SEP 17
Maule Series	30 JAN 25
Miles M38 Messenger	18 JUN 24
Mitsubishi MU-2B-26A/ -60 Series	28 JAN 21
Mitsubishi MU-2B-30 Series	25 JUN 20
Mooney M20 Series	23 FEB 23
Moravan Zlin Z-50	28 JUL 05
Moravan Zlin Z-137T	28 JUL 05
Nanchang CJ-6 Series	23 FEB 17
North American P-51 Series	30 MAY 13
Nomad N22 and N24 Series	21 APR 11
Pacific Aerospace CT/4 Series	29 APR 21
Pacific Aerospace FBA-2C Series	29 SEP 22
Pacific Aerospace Fletcher FU24 Series	28 JUL 16
Pacific Aerospace Cresco 08-600	30 APR 20
Pacific Aerospace 750XL	29 AUG 19
Percival Proctor Mk1	26 JUL 07
Percival Proctor Mk5	24 FEB 00
Pilatus PC-6 Series	29 APR 21
Pilatus PC-12 Series	26 OCT 23
Piper J3 Series	27 FEB 25
Piper PA-14 Series	27 FEB 25
Piper PA-18 Series	27 FEB 25
Piper PA-20 Series	27 FEB 25
Piper PA-22 Series	27 FEB 25
Piper PA-23 Series	27 JAN 22
Piper PA-24 Series	28 JUN 18
Piper PA-25 Series	30 JAN 25
Piper PA-28 Series	30 MAY 24
Piper PA-30 Series	28 JUN 18
Piper PA-31 Series	29 JUL 21
Piper PA-32 Series	28 JAN 21
Piper PA-34 Series	30 MAY 24
Piper PA-38 Series	27 OCT 11
Piper PA-39 Series	17 DEC 15
Piper PA-42 Series	27 OCT 11
Piper PA-44 Series	30 MAY 24
Piper PA-46 Series	21 DEC 23
Pitts S-1 & S-2 Series	26 SEP 19
PZL-M18 Dromander Series	25 SEP 03
PZL-104 Wilga 35 and 80	27 JUN 13
Reims F406 Series	31 JAN 19
Robin DR400 Series	18 JUN 24
Robin R1180 Series	22 FEB 18
Robin R3000 Series	27 NOV 14
Rockwell Commander 112 & 114 Series	24 JUN 21
Slingsby T67 Series	24 NOV 16
Rallye, MS880 and MS890 Series	27 APR 23
Socata TB9, TB10 and TB20 Series	31 JULY 25

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

Amateur Built

Amateur Built Aircraft	30 MAY 24

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

Ex-military and Vintage Factory Built Aircraft	21 DEC 23

Microlight

Microlight	23 FEB 23

Helicopters

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

Gliders

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

Balloons

Balloons	24 APR 25
Ultramagic Balloons	25 FEB 16

Engines

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

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

Propellers & Prop Governors

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

Components & Equipment

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Brakes and Wheels	28 FEB 02
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Electrical Equipment – Reciprocating Engines	27 OCT 22
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Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 350 Series

31 July 2025

Notes:

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

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

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

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

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

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

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

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

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

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

Contents

DCA/AS350/1 Tail Rotor Swivel Joint - Inspection

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

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

Compliance: At intervals not exceeding 50 hours TIS.

Effective Date: 17 August 1979

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

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

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

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

Effective Date: 17 August 1979

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

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

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

Compliance: Within the next 50 hours TIS

Effective Date: 17 August 1979

DCA/AS350/4 Flying Controls - Modification

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

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

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 17 August 1979

DCA/AS350/5 Main Rotor Dampers - Inspection

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

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

Compliance: At intervals not exceeding 25 hours TIS.

Effective Date: 17 August 1979

DCA/AS350/6 Baggage Door - Inspection

Applicability: All Model AS350.

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

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

Compliance: By 8 August 1979

Effective Date: 31 July 1979

DCA/AS350/7 Tail Rotor Gear Box - Modification

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

Requirement: Modify per Aerospatiale SB 65.08.

(DGAC AD 1979-174-009 refers)

Compliance: By 31 October 1979

Effective Date: 28 September 1979

DCA/AS350/8 Tail Rotor Hub - Modification

Applicability: All Model AS350

Requirement: Modify per Aerospatiale SB 65.13.

(DGAC AD 1979-217-011 refers)

Compliance: By 31 January 1980

Effective Date: 21 December 1979

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

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

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

(DGAC AD 1980-165-014 refers)

Compliance: Mod. 07.0615 - By 31 March 1980

Mod. 07.0804 - By 31 March 1981

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

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

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

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

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

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

Modification - not later that next 300 hour inspection.

Effective Date: 6 June 1980

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

Applicability: All Model AS350

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

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

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

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

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

DCA/AS350/12 Main Rotor Drive - Inspection

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

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

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

Effective Date: 9 January 1981.

DCA/AS350/13 Main Gear Box Oil - Inspection

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

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

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

Effective Date: 3 April 1981

DCA/AS350/14 Cargo-Swing Installation - Modification

Applicability: All Model AS350 with cargo-swing installation.

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

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

Effective Date: 12 June 1981.

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

Applicability: All Model AS350.

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

Compliance: At next 300 hour inspection.

Effective Date: 12 June 1981.

DCA/AS350/16 Tail Rotor Installation - Inspection

Applicability: All Model AS350

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

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

Effective Date: 13 June 1981

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

Applicability: All Model AS350

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

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

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

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

Applicability: All Model AS350 not incorporating mod. 07.1047.

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

2. Modify per Aerospatiale SB 55.02 Rev.1.

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

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

2. Modification - within next 100 hours TIS.

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

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

Effective Date: 30 August 2007

DCA/AS350/20 Tail Rotor Blades - Inspection

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

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

(DGAC AD 1982-024-024 refers).

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

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

Effective Date: 30 April 1982

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

Effective Date: 28 August 1998

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

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

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

Correct defective screw installations before further flight.

(DGAC AD 1985-068-038 refers).

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

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

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

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

Effective Date: 25 July 2024

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

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

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

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 11 February 1983.

DCA/AS350/25B Main Rotor Shaft - Inspection

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

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

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

2. Before further flight following severe rotor tracking abnormalities.

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

DCA/AS350/26 Emergency Flotation System - Modification

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

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

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

Effective Date: 1 March 1985

DCA/AS350/27 Fuel Filter Drain - Modification

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

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

(DGAC 1985-066-039 refers)

Compliance: Before 1 September 1985

Effective Date: 2 August 1985.

DCA/AS350/28 Oil and Fuel Filters - Inspection

Applicability: All Model AS350

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

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

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

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

(DGAC AD 1985-135-042 refers)

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

2. Filter check - Prior to installation

Effective Date: 28 February 1986

DCA/AS350/29 Raised Skid Landing Gear - Modification

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

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

(DGAC AD 1986-030-043 refers)

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

Effective Date: 2 May 1986

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

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

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

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

(DGAC AD 1986-057-044 refers)

Effective Date: 1 August 1986

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

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

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

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

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

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

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

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

DCA/AS350/32 Fuel Filter - Inspection

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

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

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

Effective Date: 1 August 1986

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

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

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

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

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

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

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

DCA/AS350/34 Sliding Doors - Modification

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

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

Compliance: By 31 May 1988

Effective Date: 18 March 1988

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

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

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

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

Effective Date: 10 March 1989

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

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

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

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

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

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

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

Effective Date: 27 August 2009

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

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

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

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

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

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

2. Within next 50 hours TIS.

Effective Date: 4 July 1991

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

Applicability: Model AS350 Series fitted with the JOLLIET ELT system

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

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

Effective Date: 30 October 1992

DCA/AS350/40 Hydraulic Reservoir - Modification

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

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

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

Effective Date: 30 October 1992

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

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

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

Compliance: Within next 50 hours TIS.

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

DCA/AS350/42 Engine Fire Detection System - Modification

Applicability: Model AS350B1 and B2

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

Compliance: By 31 May 1993

Effective Date: 19 March 1993

DCA/AS350/43 Main Rotor Mast Assembly - Inspection

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

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

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

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

Effective Date: 27 March 1993

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

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

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

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

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

(DGAC AD 1993-090-067R1 refers)

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

2. Modify within next 100 hours TIS.

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

DCA/AS350/45 MGB Oil Pressure Switch - Removal

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

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

(DGAC AD 1994-087-068 refers)

Compliance: By 1 August 1994

Effective Date: 8 July 1994

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

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

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

(DGAC AD 1994-180-069 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 23 December 1994

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

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

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

(DGAC AD 1994-279-070R1 refers)

Compliance: Before further flight.

Effective Date: 9 March 1995

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 29 August 1997

DCA/AS350/49 Tail Boom Attachment Screws - Replacement

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

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

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

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

Effective Date: 29 August 1997

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

Effective Date: 7 October 2015

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

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

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

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

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

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

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

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

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

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

(DGAC AD 1998-511-074 refers)

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

2. Replace by 1 January 2000.

Effective Date: 12 March 1999

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

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

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

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

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

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

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

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

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

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

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

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

DCA/AS350/53 NR Indicator Lighting - Modification

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

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

Compliance: By 24 May 2000

Effective Date: 24 February 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(DGAC AD 2000-268-078 refers)

Compliance: By 31 December 2000

Effective Date: 27 July 2000

DCA/AS350/56 Ferry Fuel Tanks - Electrical Bonding

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

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

(DGAC AD 2000-302 refers)

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

Effective Date: 27 July 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Replacement Fairing P/N 350A23.0032.09

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

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

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

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

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

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

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

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

Compliance: (a) AS 350 B3 version:

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

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

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

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

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

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

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

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

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

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

(c) Transfer of bearings between AS 350 versions:

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

Effective Date: 15 March 2001

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

Effective Date: 27 March 2008

DCA/AS350/60 Engine Indication System – Resistor Installation

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

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

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

Compliance: Within 50 hours TIS

Inspect all uninstalled boards prior to installation.

Effective Date: 30 August 2001

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

Effective Date: 27 June 2019

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

Effective Date: 30 October 2003

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

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

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

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

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

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

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

DCA/AS350/64 Engine Control Switch – Inspection

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

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

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

Effective Date: 20 December 2001

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

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

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

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

Compliance: By 31 August 2002

Effective Date: 28 February 2002

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

Effective Date: 16 August 2006

DCA/AS350/67 HSI - Inspection

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

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

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

(DGAC AD 2002-281-091 refers)

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

Effective Date: 27 June 2002

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

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

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

(DGAC AD 2002-314-069 refers)

Compliance:

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

Effective Date: 27 June 2002

DCA/AS350/69 Eurocopter Canada Collective Lock - Replacement

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

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

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

(FAA AD 2002-04-07 refers)

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

Effective Date: 27 June 2002

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

Effective Date: 26 September 2019

DCA/AS350/71 Cyclic Friction Cup - Inspection

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

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

(DGAC AD 2003-002 refers)

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

Effective Date: 30 January 2003

DCA/AS350/72 Dynamic Components – Life Correction

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

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

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

   (DGAC AD 2002-452R1 refers)

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

Effective Date: 29 May 2003

DCA/AS350/73A Battery Lug - Inspection

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

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

(DGAC AD 2003-260R1refers)

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

Effective Date: 31 July 2003

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

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

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

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

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

(DGAC AD F-2003-099 refers)

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

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

Effective Date: 30 October 2003

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

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

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

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

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

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

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

DCA/AS350/76 Collective Lever Lock – Inspection

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

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

(DGAC AD 2003-406 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 27 November 2003

DCA/AS350/77 Fuel Bleed Lever - Modification

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

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

(DGAC AD F-2004-033 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 March 2004

DCA/AS350/78 Rear Fuselage - Inspection

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

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

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

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

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

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

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

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

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

(DGAC AD F-2004-035 refers)

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

Effective Date: 25 March 2004

DCA/AS350/79 Tail Rotor Control Cable - Replacement

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

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

(DGAC AD F-2005-042 refers)

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

Effective Date: 22 April 2004

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

Effective Date: 12 December 2008

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

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

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

(DGAC AD F-2004-089 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

Effective Date: 28 April 2005

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

Effective Date: 28 September 2006

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

Effective Date: 29 September 2005

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

Effective Date: 1 December 2005

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

Effective Date: 1 June 2006

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2006-0055-E refers)

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

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

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

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

2.b) Before further flight.

Effective Date: 7 March 2006

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

Effective Date: 28 August 2008

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

Effective Date: 28 August 2008

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

Effective Date: 26 January 2012

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

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

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

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

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

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

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

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

(EASA AD 2006-0183-E refers)

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

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

Effective Date: 11 July 2006

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

Effective Date: 18 May 2007

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

Effective Date: 30 November 2006

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 27 September 2007

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 28 September 2006

DCA/AS350/100 Starter Generator – Load Limitation

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

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

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

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

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

(EASA AD 2006-0337 refers)

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

Effective Date: 30 November 2006

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

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

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

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

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

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

(EASA AD 2006-0363-E refers)

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

Compliance: Before further flight.

Effective Date: 7 December 2006

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

Applicability: Model AS 350 aircraft, all S/N

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

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

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

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

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

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

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

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

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

Effective Date: 31 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0039 refers)

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

2. By 5 April 2009, unless previously accomplished.

3. From 5 March 2009.

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

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0139-E refers)

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

2. By 18 May 2008.

Effective Date: 18 May 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 24 May 2007

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

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

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

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

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

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

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

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

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

(EASA AD 2007-0236 refers)

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

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS350/107 Collective Lever Recess - Modification

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

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

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

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

(EASA AD 2007-0289 refers)

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

2. From 29 November 2007.

Effective Date: 29 November 2007

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

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

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

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

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

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

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

Compliance: By 27 April 2008.

Effective Date: 27 March 2008

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

Effective Date: 23 February 2009

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

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

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

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

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

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

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

(EASA AD 2008-0189 refers)

Compliance: 1. <u>For container assemblies that were manufactured 12 or more years ago</u>:

By 30 November 2008, and

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

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

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

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

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

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

Thereafter at intervals not to exceed 10 years.

2. From 30 October 2008

3. From 30 October 2008

Effective Date: 30 October 2008

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

Effective Date: 26 February 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective Date: 12 December 2008

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

Effective Date: 4 March 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

4. <u>For all AS 350 B3 helicopters</u>:

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

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

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

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

(EASA AD 2009-0030 refers)

Compliance: 1. By 15 April 2009.

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

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

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

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

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

4. By 15 April 2009 unless previously accomplished.

5. From 23 February 2009.

Effective Date: 23 February 2009

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

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

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

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

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

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

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

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

1. For aircraft embodied with modification 073237:

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

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

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

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

2. For aircraft not embodied with modification 073237:

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

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

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

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

(EASA AD 2009-0019 refers)

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

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

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

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

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

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

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

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

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

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

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

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

(EASA AD 2009-0027 refers)

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

2. From 4 March 2009.

Effective Date: 4 March 2009

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

Effective Date: 25 March 2013

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

Effective Date: 31 October 2013

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

Effective Date: 9 March 2011

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

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

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

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

1. Visual Inspection:

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

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

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

2. No cracks found:

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

3. New Inspection Requirement:

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

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

4. Rework Requirement:

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

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

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

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

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

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

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

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

Effective Date: 9 March 2011

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

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

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

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

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

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

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

Effective Date: 31 March 2011

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

Effective Date: 4 March 2022

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

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

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

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

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

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

(EASA AD 2011-0104 refers)

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

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

TGB casings with more than 550 hours TSN:

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

2. From 30 June 2011.

Effective Date: 30 June 2011

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

Effective Date: 28 February 2017

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

Effective Date: 11 December 2013

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

Effective Date: 12 December 2012

DCA/AS350/127 Fire Detection System – Modification

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

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

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

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

Effective Date: 1 March 2012

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

2012-0205 Sliding Door Lower Ball-joint – Modification

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

Effective Date: 15 October 2012

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

Effective Date: 19 October 2012

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

Effective Date: 1 March 2013

2012-0252 Cancelled – EASA AD 2017-0035 refers

Effective Date: 6 March 2017

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

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

2013-0029 Tail Rotor Laminated Half Bearings – Inspection

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

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

Effective Date: 1 March 2013

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

Effective Date: 4 December 2013

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

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

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

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

Effective Date: 18 April 2013

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

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

Effective Date: 7 April 2017

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

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

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

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

Effective Date: 31 October 2014

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

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

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

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

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

2014-0233 Hydraulic Pump Bearing - Inspection

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

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

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

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

Effective Date: 31 October 2014

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

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

Effective Date: 20 May 2015

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

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

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

Effective Date: 18 June 2015

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2015-0178 Normal Procedures – AFM Amendment

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

Effective Date: 31 August 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

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

Effective Date: 7 October 2015

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

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

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

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

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

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

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

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

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

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

3.

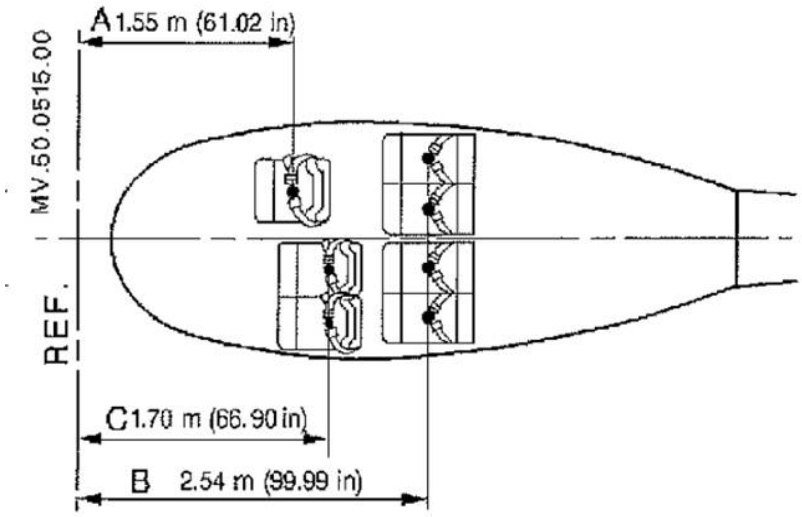

Figure: Airbus Helicopters recommended CG position of forward two-place seat

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

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

CAA Approved
AS350 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

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

Applicability:

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

Requirements:

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

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

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

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

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

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

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

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

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

Page 1 of 1

2016-0020 Main Gearbox Casings – Inspection

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

Effective Date: 5 February 2016

2016-0021 Main Gearbox Bottom Casing – Inspection

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

Effective Date: 5 February 2016

2016-0220 Dual Hydraulic System – Inspection

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

Effective Date: 18 November 2016

2016-0260 Main Rotor NR Indicator – Inspection

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

Effective Date: 3 January 2017

2017-0020R1 Tail Rotor Pitch Rod – Inspection

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

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

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

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

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

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

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

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0035 Twist Grip Assembly – Inspection

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

Effective Date: 6 March 2017

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

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

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

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

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

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

AS 350 B2 helicopters, all S/N

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

Effective Date: 7 July 2017

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

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

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

Effective Date: 31 August 2017

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

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

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

Effective Date: 19 January 2018

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

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

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

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

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

Compliance:

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

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

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

   By 25 November 2018, unless previously accomplished.

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

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

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

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

Effective Date: 4 October 2018

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

Effective Date: 26 September 2019

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

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

Effective Date: 22 January 2019

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

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

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

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

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

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

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

Compliance: By 31 March 2019

Effective Date: 31 January 2019

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

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

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

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

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

Effective Date: 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

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

Effective Date: 3 April 2019

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

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

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

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

Effective Date: 27 June 2019

2019-0184 Main Rotor Servo Actuators – Inspection

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

Effective Date: 29 August 2019

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

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

Effective Date: 26 September 2019

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

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

Effective Date: 13 September 2019

2019-0228 Electric Hoist Installation – Inspection

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

Effective Date: 26 September 2019

2019-0280 Spherical Bearing – Inspection

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

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

Effective Date: 3 December 2019

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

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

Effective Date: 28 February 2020

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

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

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

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

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

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

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

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

NTech Limited

Ardmore Airport

PDC 14, Papakura, Auckland 2244

Tel: +64 9 296 1950

Fax: +64 9 296 1952

Email: info@ntech.co.nz

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

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

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

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

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

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

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

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

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

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

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

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

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

Effective Date: 2 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0099 Cancelled – EASA AD 2023-0075 refers

Effective Date: 14 April 2023

2021-0123-E Tail Rotor Load Compensator – Inspection

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

Effective Date: 11 May 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

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

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

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

Effective Date: 3 September 2021

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

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

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

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

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

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

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

2022-0077-E Flight Control Flexball Cables - Replacement

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

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 B3 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0246 Main Rotor Blades - Inspection

Applicability: AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 D helicopters, all S/N.

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB and AS 350 B3 helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0107 (Correction) Cargo Swing Frame - Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

Applicability: AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3 helicopters, all S/N with a date of manufacture before 15 May 2023; and

AS 350 D helicopters, all S/N with a date of manufacture before 15 May 2023, except helicopters fitted with a Lycoming engine.

Effective Date: 11 July 2023

2023-0131 Sliding Doors - Inspection

Applicability: AS 350 B, AS 350 D, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2 and AS 350 B3 helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0187R1 Microswitches - Inspection

Applicability: AS 350 B3 helicopters, all S/N.

Effective Date: EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025

2024-0018 Indicating / Recording Systems Control Unit – Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N.

Effective Date: 25 January 2024

*** 2024-0133R1 Airworthiness Limitations Section - Amendment**

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1 and AS 350 D helicopters, all S/N.

Effective Date: EASA AD 2024-0133 - 25 July 2024
EASA AD 2024-0133R1 - 31 July 2025

2024-0139 Vertical Fin - Inspection

Applicability: AS 350 B3 helicopters, all S/N except those helicopters embodied with modification (MOD) 073148 in production.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (6) of EASA AD 2024-0139 may be accomplished by adding the inspection requirement to the helicopter tech log.
The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any evidence of cracks or defects are detected in the right-hand side of the vertical fin spar, then an aircraft maintenance engineer must accomplish an inspection per requirement (6) of EASA AD 2024-0139, before further flight.

Effective Date: 26 July 2024

2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).

Effective Date: 6 February 2025

2025-0036 Cargo Hook Assembly – Inspection

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all S/N.

Effective Date: 27 February 2025

*** 2025-0137 Airworthiness Limitations Section - Amendment**

Applicability: AS 350 B2 and AS 350 B3 helicopters, all S/N.

Effective Date: 31 July 2025

*** 2025-0159 Sliding Door Placards - Installation**

Applicability: AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, helicopters, all S/N embodied with modification 0720257.

Effective Date: 7 August 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 355 Series

31 July 2025

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

Applicability: All model AS355 E, F, F1 and F2.

Requirement: All service life limited components must be retired from service not later than the times shown in the AS355E, F, F1 and F2 Master Servicing Recommendations, Section 5.99 (Issue 1, Rev.14) for AS355E, (Issue 1, Rev.15) for AS355F, and (Issue 1, Rev.5) for AS355 F2.

Effective Date: 18 March 1988

DCA/AS355/2 Tail Rotor Blades - Inspection

Applicability: All models AS355, with tail rotor blades P/N 350A.12.0030.00 to .05

Requirement: Inspect blade stainless steel leading edge protection for bond separation per Aerospatiale Workcard AS355 No.64.10.00.601.

(BV AD F-1982-025-004 refers).

Compliance: Prior to blade installation and thereafter at intervals not exceeding 10 hours TIS until accumulation of 100 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/3C Cancelled – EASA AD 2015-0195 refers

Effective Date: 7 October 2015.

DCA/AS355/4 Upper Fin Attachment - Inspection

Applicability: All models AS355, not incorporating mod. 350A07.1047 (SB 55.02).

Requirement: Inspect per Aerospatiale SB 05.03. Renew cracked fittings before further flight.

(BV AD F-1982-099-006 refers).

Compliance: At intervals not exceeding 10 hours TIS until modified per SB 55.02.

Effective Date: 18 March 1988

DCA/AS355/5 Main Gear Box Filter - Inspection

Applicability: All models AS355, with main gear box fitted with a TEDECO magnetic plug P/N B4439 and electrical indication (SB 63.02) not incorporating mod. 350A.07.1211 (SB 63.02 Rev.1).

Requirement: Inspect per Aerospatiale SB 05.07.

(BV AD F-1982-180-009 refers).

Compliance: At intervals not exceeding 100 hours TIS until modified per SB 63.02 Rev.1.

Effective Date: 18 March 1988.

DCA/AS355/6 Horizontal Stabilizer - Inspection

Applicability: All models AS355, with horizontal stabilizer P/N 355A.13.0520.01.01.

Requirement: A. Inspect per Aerospatiale SB 05.10A paras 1 and 2.

B. Retire horizontal stabilizer from service per Aerospatiale SB 01.10.

(BV AD F-1983-115-015 and F-1984-17-21 refers).

Compliance: A. Inspections - At intervals not exceeding 10 hours and 300 hours TIS respectively.

B. Retirement - At 700 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/7 Main Gear Box, Epicyclic Gear Cages - Retirement

Applicability: All models AS355, with planet pinion cages P/N's 350A.32.3147.20 and 350A.32.1081.20 or .21.

Requirement: Retire affected pinion cages from service per Aerospatiale SB 01.07 Rev.2.

(DGAC AD F-1983-166-018 refers)

Compliance: P/N 350A.32.3147.20 - At 160 hours TTIS.
P/N 350A.32.1081.20 and .21 - At 300 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/8D Cancelled – EASA AD 2024-0134 refers

Effective Date: 25 July 2024

DCA/AS355/9 Main Gear Box, Bevel Ring Gear Assembly - Inspection

Applicability: All models AS355, with gear assemblies P/N 355A.32.0600.00 and 01 not incorporating mods. AMS07.7082, AMS07.7083 or AMS07.7098.

Requirement: Visually inspect per Aerospatiale SB 05.05 Rev.1 para 1C(1) and check screw torque per para 1C(2). Correct defective screw installations before further flight.

(BV AD F-1985-069-024 refers).

Compliance: Visual inspection - At intervals not exceeding 50 hours TIS until torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.

Torque check - Within next 300 hours TIS, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/10 Main Rotor Mast - Inspection

Applicability: All models AS355, with main rotor masts P/N 350A37.1076.04, .05 or .06.

Requirement: Inspect per Aerospatiale SB 05.08 Rev.2. Renew defective parts before further flight. (BV AD 83-31-11(B) refers).

Compliance: 1. At 300 hours TTIS, or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 300 hours TIS.

2. Before further flight following severe rotor tracking anomalies.

Effective Date: 18 March 1988

DCA/AS355/11 Raised Skid Landing Gear - Modification

Applicability: All models AS355, with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755.

Requirement: To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.04A.

(BV AD F-1986-032-027 refers).

Compliance: Within next 10 hours TIS, unless already accomplished, or prior to flotation gear installation.

Effective Date: 18 March 1988

DCA/AS355/12C Main Rotor Head, Main Gear Box and Landing Gear – Inspection

Applicability: All model AS355E, AS355F, AS355F1 and AS355F2 helicopters.

Note: The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.14A can be obtained from the Eurocopter T.I.P.I. web site under AS 355 ASB 01.00.14

Requirement: To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:

1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.14A or later approved revisions. Rework or renew defective parts before further flight.

2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.14A. Rework or renew defective parts before further flight.

(BV AD 1986-126-029 refers)

Compliance: 1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).

2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.

Effective Date: DCA/AS355/12A - 25 May 1990
DCA/AS355/12B - 2 July 1999
DCA/AS355/12C - 30 September 2010

DCA/AS355/13 Hydraulic System - Modification

Applicability: All models AS355, not incorporating mod. AMS 350A07-1765.

Requirement: To prevent possible over pressure of hydraulic system, modify per Aerospatiale SB 29.01 Rev.1

(BV AD F-1986-150-030 refers).

Compliance: Within next 300 hours TIS or three months, whichever is the sooner, unless already accomplished.

Effective Date: 18 March 1988

DCA/AS355/14 MGB Suspension Bars - Inspection

Applicability: All model AS355E, F, F1 and F2.

Requirement: 1. Inspect suspension bars per Aerospatiale S.B. 05.16 para 1C(1) and identify bar ends found free from defects per para 1C(2)(A).

2. Inspect per para 1C(2)(B).

Bars with longitudinal displacement of spherical bearings, or sealing compound discrepancies must be removed from service before further flight.

(BV AD F-1987-038-032 refers)

Compliance: Within next 10 hours TIS, unless already accomplished, thereafter re inspect at intervals not exceeding 10 hours TIS.

Effective Date: 18 March 1988

DCA/AS355/15 Main Rotor Sleeve Beams - Inspection

Applicability: All models AS355, with sleeve beams P/N 350A31.1831.04, .05, .06 and .07.

Requirement: Retire affected sleeve beams from service and inspect per Aerospatiale SB 01.13.

(BV AD F-1986-035-028 R1 refers)

Compliance: Retirement - At 1500 hours TTIS, or as otherwise prescribed in SB 01.13.

Inspection - Prior to further flight following any severe tracking defect.

Effective Date: 18 March 1988

DCA/AS355/16 Sliding Doors - Modification

Applicability: All models AS355, with LH and/or RH sliding doors.

Requirement: To preclude possibility of door loss in flight, modify per Aerospatiale SB 52.10.

(BV AD F-1987-089-033 refers).

Compliance: By 31 May 1988

Effective Date: 18 March 1988

DCA/AS355/17B Main Rotor, Rotating Swash Plate - Inspection

Applicability: All model AS355E, F, F1, F2 and N with swash plates fitted with bearings P/Ns VH36132 (704A33.651.051), Y 51 BB 10843 SI M 73 (704A33.651.080), INA 36132A (704A33.651.126).

Requirement: To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.16R2. Renew defective parts before further flight.
(BV AD F-1989-156-039 R3 refers).

Compliance: 1. Within next 10 hours TIS (T.I.S), unless already accomplished, and thereafter relubricate per SB 62.16R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.

2. Check per SB 62.16R2 para 1.C-g following last flight on each day the aircraft is operated.

Effective Date: DCA/AS355/17A - 2 March 1990
DCA/AS355/17B - 29 November 1991

DCA/AS355/18 MGB Oil Cooler Fan Assembly - Inspection

Applicability: All model AS355 Series with tail rotor drive shaft forward element P/N 355A34-1037-00.

Requirement: To prevent excessive fan assembly vibration, modify and inspect assembly per Aerospatiale SB 05.20 issue 2.
(BV AD 1988-057-036 R2 refers).

Compliance: Within next 50 hours TIS unless already accomplished and thereafter re-inspect as prescribed in SB 05.20 issue 2.

Effective Date: 2 March 1990

DCA/AS355/19 Tail Rotor Pitch Control Lever Expansion Pin - Inspection

Applicability: All model AS355E, F, F1, F2 and N.

Requirement: To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-

1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-34. If a crack is found replace the TGB per the SB before further flight.

2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-34. Rectify if necessary as prescribed by the SB, before further flight.
(BV AD F-1991-138-043 refers)

Compliance: 1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.

2. Within next 50 hours TIS.

Effective Date: 4 July 1991

DCA/AS355/20 Emergency Location Transmitter (ELT) Antenna - Modification

Applicability: All model AS355E, F, F1, and F2 fitted with the JOLLIET ELT system.

Requirement: To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 355 SB 25.33.
(BV AD F-1992-142-045 refers)

Compliance: Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.

Effective Date: 30 October 1992.

DCA/AS355/21A Pitch Change Lever Bushes - Inspection

Applicability: All model AS355E, F, F1, F2 and N with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.

Requirement: To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.24 R1. Renew defective parts per SB 62.24 R1.
(BV AD F-1992-183-046 R1 refers)

Compliance: Within next 50 hours TIS.

Effective Date: DCA/AS355/21 - 27 November 1992
DCA/AS355/21A - 11 June 1993

DCA/AS355/22 Main Rotor Mast Assembly - Inspection

Applicability: Model AS355E, F, F1, F2 and N fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.

Requirement: As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-37, paragraphs DD (A) or (B) as appropriate and EE.
(BV AD F-1993-031-047 refers)

Compliance: 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.

Effective Date: 27 March 1993

DCA/AS355/23A Sliding Windows - Inspection

Applicability: All Model AS355E, F, F1, F2, and N fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.

Requirement: To prevent window separation in flight accomplish the following:

1. Inspect per Eurocopter SB 05.26 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.26 R1 before further flight.
2. Modify (Repair) per paragraph 1C2 of SB 05.26 R1.
(BV AD F-1993-089-048 R1 refers)

Compliance: 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.26 R1. After modification, inspect at intervals not to exceed 100 hours TIS.

2. Modify within next 100 hours TIS.

Effective Date: DCA/AS355/23 - 3 September 1993
DCA/AS355/23A - 18 March 1994

DCA/AS355/24 Main and Tail Rotor Servo Controls - Inspection

Applicability: All model AS355E, F, F1 and F2 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.

Requirement: To preclude possible failure of servo control assembly bolts, inspect per Eurocopter SB 01.21 R1 and renew bolts as prescribed.
(BV AD F-1988-183-037 R1 refers)

Compliance: Within next 50 hours TIS or by 30 November 1993 whichever is the sooner, unless already accomplished.

Effective Date: 29 October 1993

DCA/AS355/25 MGB Oil Pressure Switch - Removal

Applicability: Model AS355E, F, F1, F2 and N fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).

Requirement: Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.39.

(BV AD F-1994-088-050 refers)

Compliance: By 1 August 1994

Effective Date: 8 July 1994

DCA/AS355/26 Cyclic Pitch Change Control Rod - Inspection

Applicability Model AS 355E, F, F1, F2 and N, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.

Requirement: To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-38. Replace any rods found not safetied per SB 01-38 before further flight.

(BV AD F-1994-179-051 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 23 December 1994

DCA/AS355/27A Main Rotor Shaft Oil Jet – Inspection

Applicability: Model AS355E, F and F1 aircraft fitted with a “TIMKEN” main rotor shaft P/N 355A37-0000 (all dash numbers) that have logged less than 100 operating hours since new or overhaul.

Note: This AD revised to correct the P/N of the affected main rotor shaft.

Requirement: To ensure correct lubrication of the shaft bearing, accomplish the following:

1. Inspect the main rotor shaft per the instructions in paragraph CC and DD of Eurocopter France AS 355 Telex Service No 01-41.
Replace any assembly that does not comply with the requirements in Telex Service No 01-41 before further flight.

2. An affected main rotor shaft with less than 100 operating hours since new or overhaul may not be fitted to any aircraft unless the actions in this AD have been accomplished.

(BV AD 94-280-052(B)R1 refers)

Compliance: 1. Before further flight unless previously accomplished.

2. From 9 March 1995 (effective date of DCA/AS355/27).

Effective Date: DCA/AS355/27 - 9 March 1995
DCA/AS355/27A - 21 April 2011

DCA/AS355/28 MGB Suspension Bi-directional Cross Beam - Inspection

Applicability: Model AS 355E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.

Requirement: To prevent failure of the suspension cross beam, accomplish the following:-

1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:

1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.29 and rectify defects if necessary as detailed.
1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.29.

2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.29 accomplish the following:

2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.29 and rectify any defects found as detailed.
2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.29.

Note: If there is no record of the number of the flying hours logged or of the number of cycles completed:
If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.

3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.29.
(DGAC AD F-1996-155-053 R1 refers)

Compliance: Compliance is required at the times specified within the requirement of this airworthiness directive.

Effective Date: 29 August 1997

DCA/AS355/29 Tail Boom Attachment Screws - Replacement

Applicability: Model AS 355E, F, F1, F2 and N fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.

Requirement: To prevent failure of the tail boom attachment screws, accomplish the following:-

Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter “M” on their head above the designation “BC” per paragraph 2.B.1 of Eurocopter Alert Service Bulletin 01.00.43.
Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.43.
(DGAC AD F-1997-146-054 R1 refers)

Compliance: Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.

Effective Date: 29 August 1997

DCA/AS355/30B Tail Rotor Hub Pitch Change Plate Bearings - Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 355 SB 65.00.15R1).

Requirement: To prevent seizure of the tail rotor hub pitch change plate bearings and loss of control of the helicopter, accomplish the following:-

1. Check the rotation torque of the bearing per paragraph 2B(1) of Eurocopter AS355 ASB 05.00.30.

2. Inspect for axial play, friction point and brinelling per paragraph 2.B.2 of Eurocopter AS355 ASB 05.00.30.

3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1)b) and 2.B 2) of Eurocopter AS355 ASB 05.00.30.

If the measured rotational load is greater than 300 grams, remove the pitch change plate assembly from the aircraft or do not install if the assembly as held as a spare.

If the measured rotational load is less than 300 grams, and if the axial play is greater than or equal to 0.4mm and/or friction points or brinelling are detected;

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them per paragraph 2.B 3)b) of Eurocopter AS355 SB 05.00.30 R2.
- Replace the pitch change plate bearing with a bearing in airworthy condition.
  (DGAC AD 1999-084-057(A) R3 refers)

Compliance: 1. Unless already accomplished, within the next 10 hours TIS or 14 days, whichever is the sooner.

2. Within next 10 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 6 months whichever is the sooner.

3. Before installing a pitch change plate assembly or a tail rotor gear box assembly held as spare.

Effective Date: DCA/AS355/30A - 10 June 1999
DCA/AS355/30B - 17 December 1999

DCA/AS355/31 Flight Manual - Revision

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N.

Requirement: To alert the pilot to a possible reduction in available engine power as a result of P2 system 3-way coupling valve failure, accomplish the following:-

1. Insert the rush revision (date code 99-03) into the applicable flight manual.

2. Insert the normal revision (date code 99-03) into the applicable flight manual.

(DGAC AD F-1999-084-057 refers)

Compliance: 1. By 7 June 1999, unless already accomplished.

2. Within one month of receipt of the normal revision.

Effective Date: 7 May 1999

DCA/AS355/32 Single Pole Circuit Breakers – Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N.equipped with single-pole CROUZET circuit breakers, P/Ns:

- 5	amperes :	84 4000 032	Emergency flotation gear optional installation
- 10	amperes :	84 4000 034	
-1	ampere :	84 4000 028	Other optional installations
- 3	amperes :	84 4000 031	
- 7.5	amperes :	84 4000 033	
- 15	amperes :	84 4000 035	
- 20	amperes :	84 4000 036	

(a) Delivered new between April 24, 1995, and August 31, 1996.

(b) Delivered new before April 24, 1995 or after August 31, 1996 if:

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.

- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

Requirement: To ensure that there is no loss of electrical continuity, accomplish the following:-

1. Inspect the circuit breakers and replace if necessary per Eurocopter AS 355 SB 01.00.44.

2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD F-1998-510-055 refers)

Compliance: 1. Inspect within next 200 hours TIS or by 7 August 1999, whichever is the sooner. For those circuit breakers held as spares, inspect before installation.

2. Replace by 1 January 2000.

Effective Date: 7 May 1999

DCA/AS355/33 Cancelled – EASA AD F-2000-223-059R1 refers

Effective Date: 31 October 2013

DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding

Applicability: AS 355 E, F, F1, F2 and N helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation of an electrostatic spark between the re-fueling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex AS 355 No. 28.00.10, paragraph C.C.

(DGAC AD F-2000-302 refers)

Compliance: For ferry fuel tanks which are already installed on a helicopter, before the next re-fueling. For ferry fuel tanks which are not installed on a helicopter before installation.

Effective Date: 27 July 2000

DCA/AS355/35B Use of the Landing Light – AFM Revision

Applicability: AS 355 E, F, F1, F2 and N helicopters that are equipped for IFR flights but without MOD 073019 incorporated or prior to compliance with EUROCOPTER AS 355 SB No. 24.00.14, and equipped with the following electrical master boxes:

48xGC01Yxxx up to S/N 1352 and 49xGC01Yxxx up to S/N 1143.

Requirement: To prevent electrical power failure, except direct battery, during flights with high OAT and prolonged use of the landing light, do not use the landing light except during takeoff and landing. The electrical power failure is due to the disengagement of 40A contactors in the electrical power systems below their nominal threshold.

Do not use the landing light except during takeoff and landing. In case of electrical power failure (except direct battery) in flight, apply the procedure described in paragraph C.C.2 of EUROCOPTER AS 355 ASB 25.00.63.

1. A copy of this AD and ASB 25.00.63 must be inserted into the applicable flight manual. Alternatively, a manufacturer's flight manual revision with the same wording is acceptable.

2. Replace the non-temperature-compensated contactors with temperature-compensated circuit breakers, in accordance with the instructions described in Eurocopter AS 355 ASB No. 24.00.14 (MOD 073019). Incorporation of this modification Is a terminating action for this AD.

(DGAC AD F-2000-339-060 R2 refers)

Compliance: 1. By 27 March 2003, if not already accomplished.
2. Modify by 1 August 2003.

Effective Date: DCA/AS350/35A - 26 October 2000
DCA/AS350/35B - 27 February 2003

DCA/AS355/36 Tail Rotor Hub Pitch Change Plate Bearings - Replacement

Applicability: AS 355, versions E, F, F1, F2 and N fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).

Requirement: To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below.
(DGAC AD F-2001-073-061 refers)

Compliance: (a) AS 355 N version:

For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.
For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.
For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.
For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.

Thereafter, bearing life is not to exceed 300 hours TTIS.

(b) AS 355 E, F, F1 and F2 versions:

For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.
For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.
For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.

Thereafter, bearing life is not to exceed 1200 hours TTIS.

(c) Transfer of bearings between AS 355 versions:

If bearings are to be transferred from one AS 355 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.

Effective Date: 15 March 2001

DCA/AS355/37 Cancelled – DCA/AS355/83 refers

Effective Date: 27 March 2008

DCA/AS355/38A Starflex Bush – Inspection

Applicability: AS 355 E, F, F1, F2, and N model helicopters equipped with “Starflex’ star P/N 350A31.1916.00.

Requirement: To detect bonding failure of the metal bush installed in each ‘Starflex’ arm end, accomplish the following:-

1. Inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush as per work card 62.20.00.601 para 7. If a gap is found, replace starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) in accordance with paragraph 2 of AS 355 ASB No. 62.00.26.

(DGAC AD F-2001-558-064 R2 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.

2. By 31 May 2002.

Note 1: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Note 2: Failure of the bush may occur suddenly and is characterised by strong 1 per revolution main rotor vibrations as the bush is centrifuged outwards. If these symptoms are detected the pilot should immediately select the minimum power recovery speed (approx 60 knots) and land as soon as possible with minimum load factors.

Effective Date: DCA/AS355/38 - 22 November 2001
DCA/AS350/38A - 28 February 2002

DCA/AS355/39 Cancelled - DCA/AS355/48 refers

Effective Date: 30 October 2003

DCA/AS355/40 Cancelled - DCA/AS355/67 refers

Effective Date: 16 August 2006

DCA/AS355/41 HSI - Inspection

Applicability: AS 355 E, F, F1, F2 and N fitted with HSI KI 525A.

Requirement: To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the P/N of HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions given in Eurocopter AS 355 ASB 34.00.09 or later approved revisions.

(DGAC AD F-2002-280-068R1 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first

Effective Date: 27 June 2002

DCA/AS355/42 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement

Applicability: AS 355 F, F1, F2 and N fitted with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair since overhaul at Hawker Pacific Aerospace, USA, before 01 March 2002.

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 355 ASB 67.00.23 or later approved revisions.

(DGAC AD F-2002-315-069R1 refers)

Compliance:

Servo control TTIS (hours)	Replace before (whichever occurs first)
less than 1000	next 550 hours TIS or by 27 June 2003
1000 - 1300	1,550 hours TTIS or by 28 March 2003
1300 or more:	next 250 hours TIS or by 28 Dec 2002

Effective Date: 27 June 2002

DCA/AS355/43 Tail Servocontrol – Locking of Eye End Fitting

Applicability: AS 355 E, F, F1, F2 and N equipped with tail servo controls all part numbers that have not been modified per MOD 073139 or Eurocopter AS 355 Service Bulletin No 67.00.22.

Requirement: Inspect locking of the eye end fitting to servocontrol coupling per Eurocopter AS 355 Alert Telex 05.00.36. If play is detected or if the lock washer is not correctly positioned rectify before further flight per the referenced Alert Telex.

(DGAC AD F-2001-581-063 R1 refers)

Compliance: Aircraft with greater than 500 hours TTIS; accomplish within 50 hours TIS and thereafter at intervals not to exceed 550 hours. Aircraft with less than 500 hours TTIS; accomplish before reaching 550 hours TTIS and thereafter at intervals not to exceed 550 hours.

Effective Date: 27 June 2002

DCA/AS355/44A Cancelled – DCA/AS355/60 refers

Effective Date: 23 February 2006

DCA/AS355/45 Cancelled – EASA AD 2019-0228 refers

Effective Date: 26 September 2019

DCA/AS355/46 Cyclic Friction Cup - Inspection

Applicability: AS 355 E, F, F1, F2 and N, modified per MOD 070682 (AS 355 SB No. 67.08), and before embodiment of MOD 073179.

Requirement: To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions in Eurocopter AS 355 ASB 67.00.24 or later approved revisions. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.
(DGAC AD F-2003-003R1 refers)

Compliance: By 28 February 2003, and thereafter each readjustment of the cyclic stick longitudinal nose-up control stop.

Effective Date: 30 January 2003

DCA/AS355/47 Dynamic Components – Life Correction

Applicability: AS 355 E, F, F1, F2 and N, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.

Requirement: To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance centers (D.E.R.H) listed in Alert Telex 62.00.27, accomplish the following:

1. With reference to the equipment log cards (FME) determine whether any of the helicopter’s dynamic components embody parts affected by this directive, IAW the instructions of paragraph 2.B.1 of the Alert Telex. If a check reveals that no components are affected, no further action is required.
2. If affected parts are fitted, correct the operating hours IAW the instructions of Paragraph 2.B.2 of the Alert Telex. If after correction, the operating hours of a part exceed its life limit, remove the part from service. Comply with paragraph 2.B.2 of the Alert Telex before installing dynamic components or parts held as spares that have undergone repair or overhaul.

(DGAC AD F-2002-452 R1 refers)

Compliance:
1. Within 10 hours TIS
2. Within 50 hours TIS

Effective Date: 29 May 2003

DCA/AS355/48 TRW-SAMM Servo Controls - Replacement

Applicability: AS355 E, F, F1, F2 and N equipped with the following main and tail TRW SAMM servo controls:

A.	P/N	S/N
	SC5083: SC5084	1500 through 1515. 722 through 726.

B.	P/N	S/N
	SC5081-1:	78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.
	SC5082-1:	045, 180, 194, 197, 254, 264.
	SC5083:	01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.
	SC5084:	013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.
	SC5071-1:	343, 389.
	SC5072:	003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servo controls with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servo controls are exempt from the actions of this AD.

Requirement: Due to a quality control problem, the above servo controls may be non-airworthy and must be removed from service. Inspect to determine S/N of the servocontrols and replace any affected servo controls with serviceable units.

(DGAC AD F-2003-100 and Eurocopter ASB 01.00.48 refers)

Compliance: Servo control with S/N in list A, before further flight.
Servo controls in list B, within 550 hours TIS or by 30 October 2005 whichever occurs first.

Effective Date: 30 October 2003

DCA/AS355/49A Flight Control Stops – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter AS 350 ASB 67.00.25 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322 R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/AS355/49 - 30 October 2003
DCA/AS355/49A - 28 July 2005

DCA/AS355/50B Newly Overhauled or Repaired Main Gearboxes - Removal from Service

Applicability: AS 355 E, F, F1, F2 and N fitted with a new MGB bevel reduction gear or a MGB bevel reduction gear, that does not have MOD 077212 incoprorated and has logged fewer than 10 hours TIS since new, overhaul or repair.

Requirement: To prevent MGB free-wheel slippage and engine shut-down due to overspeed, accomplish the following:

For aircraft equipped with at least one of the dynamic components listed in the applicability, having logged less than 10 hours TIS since new, overhaul or repair, further flights are prohibited until MOD 0077212 is incorporated.

For aircraft equipped with the dynamic components listed in the applicability, having logged 10 flying hours or more since new or overhaul or repair, flights can be continued.

(EASA AD 2006-0250 refers)

Note: Eurocopter AS 355 Alert Service Bulleting No. 63.00.21 also refers.

Compliance: Before further flight, unless already accomplished.

Effective Date: DCA/AS355/50 - 15 December 2003
DCA/AS355/50A - 25 March 2004
DCA/AS355/50B - 28 September 2006

DCA/AS355/51 Rear Fuselage - Inspection

Applicability: AS 355 helicopter versions E, F, F1, F2 and N pre-MOD 073215, or **not** equipped with the four reinforcement angles, P/Ns 350A08.2493.20 / .21 / .22 / .23, following repair per MRM Work Card 53.10.22.772.

Requirement: To prevent loss of the helicopter due to cracking of the tail boom junction frame accomplish either part 1 or part 2 as applicable:

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.42

b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.

c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.

d. If there is a crack in the rear frame, more than 30 mm long, carry out the repair as per MRM Work Card 53.10.22.772, no later than within 110 hours TIS, if all the cracks are less than or equal to 50 mm, or before further flight, if one or more crack is more than 50 mm long.

2. For aircraft **equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. comply with paragraph 2.B.2 of the referenced ASB. If there is a crack in the reinforcement angles, replace the frame per the instructions described in paragraph 2.B.2 of the referenced ASB before further flight.

(DGAC AD F-2004-036 refers)

Compliance: Before accumulating 2700 hours TIS or within 100 hours TIS whichever is the later and thereafter at intervals not to exceed 550 hours TIS.

Effective Date: 25 March 2004

DCA/AS355/52A Cancelled – DCA/AS355/65 refers

Effective Date: 1 June 2006

DCA/AS355/53 Hydraulic System Cut-off - Modification

Applicability: AS 355 E, pre-Mod 073263

Requirement: To prevent a possible load imbalance in the flight controls due to residual fluid trapped after shutting off the hydraulic assistance, modify the electrical system in accordance with Eurocopter AS355 ASB 29.00.04.

(DGAC AD F-2004-090 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

DCA/AS355/54 Cancelled - DCA/AS355/70 refers

Effective Date: 28 September 2006

DCA/AS355/55 Tail Rotor Blade Trailing Edge Tab – Inspection

Applicability: All model AS355 E, F, F1, F2, and N aircraft, fitted with tail rotor blades P/N 355A 12.0040 and P/N 355A 12.0050 all dash numbers inclusive, with S/Ns 8400 through 9224 which have not been repaired per Repair Sheet No 238 or Work Card 64.10.00.872.

Requirement: To prevent the failure of tail rotor blade trailing edge tab due to debonding and subsequent increase in the vibration level of the aircraft, accomplish the following:

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

2. Before installing spare tail rotor blades confirm that additional rivets have been installed on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

(DGAC AD F-2004-176 refers)

Compliance: 1. Within 100 TIS or by 28 July 2005, whichever is the sooner.

2. Prior to installation for any affected tail rotor blades.

Effective Date: 28 April 2005

DCA/AS355/56B Cancelled - DCA/AS355/71 refers

Effective Date: 28 September 2006

DCA/AS355/57 Cancelled – DCA/AS355/66 refers

Effective Date: 1 June 2006

DCA/AS355/58 Cancelled - DCA/AS355/68 refers

Effective Date: 28 September 2006

DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection

Applicability: Model AS 355 F, F1, F2 and N aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.

Requirement: To prevent cable damage caused by malfunction of the up end-of-travel stop mechanism, accomplish the following:

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 355 Alert Service Bulletin AS355 No. 25.00.68.

2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.68.

3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.68.

(DGAC AD F-2002-028-066 R1 refers)

Compliance: 1. Before the next hoisting mission and on each installation of a hoist in the helicopter.

2. Every 50 hoisting cycles or 3 months, whichever occurs first.

3. Each day that the hoist is to be used.

Effective Date: 1 December 2005

DCA/AS355/60 Cancelled – DCA/AS355/73 refers

Effective Date: 25 January 2007

DCA/AS355/61 Main Servo Controls – Inspection

Applicability: Model AS 355 E aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, and

On which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

Compliance with MET Work Card 67.30.00.402 since MET Revision 04-06.

Requirement: To detect cracks in the tapered housing of a main servo-control, which in time could lead to the loss of the attachment of the servo-control to the non-rotating swashplate, and subsequent loss of aircraft control, accomplish the following:

1. Inspect the tapered housings of the main servo-controls for cracks, per the instructions specified in paragraph 2.B.2. of Eurocopter AS 350 Alert Service Bulletin (ASB), No. 05.00.48.

If no cracks are found, comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48, before further flight. No further action is required.

2. If a crack is found, accomplish the following:

a) If the crack is vertical along the servo-control axis and is less than 20 mm long comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48 and identify the end of the crack using an indelible ink marker, before further flight.

Inspect for crack growth per the instructions in paragraph 2.B.4. of the ASB No. 05.00.48.

b) If the crack is vertical along the servo-control axis and is 20mm or longer, or the crack has grown by more than 5mm, or there is an oblique or a horizontal crack, or there are several cracks, replace the servo-control per the instructions in paragraph 2.A. of ASB No. 05.00.48, before further flight.

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.48. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.48. If a crack is evident, return the servo-control to Eurocopter for repair.

Note 2: The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.48, is a terminating action to the requirements of this AD.

Compliance: 1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.

2.a) At every ALF-check inspect for crack growth, without exceeding 10 hours TIS between two inspections, and replace cracked servo-controls within 150 hours TIS or by 6 June 2006 or if crack growth exceeds 5mm, whichever occurs first. (ALF-Check: Check after last flight of the day.)

2.b) Before further flight.

Effective Date: 7 March 2006

DCA/AS355/62 Cancelled – DCA/AS355/63 refers

Effective Date: 1 June 2006

DCA/AS355/63 Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/64A Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/65 Tail Rotor Control Cable - Replacement

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft, fitted with stainless steel-caged ball-type controls pre-MOD 072771, P/Ns:

- 704A 34-130-068 with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling,

- 704A 34-130-086 without AFCS and without collective-to-yaw control coupling.

Requirement: To prevent binding in stainless steel-caged ball-type yaw controls, which may generate increased control loads or a feeling of pedal seizure, replace with new Teflon-caged ball-type controls, per the instructions in paragraph 2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.26 revision 2.

(EASA AD 2006-0081 refers)

Note: Stainless steel-caged ball-type controls P/Ns 704A34-130-068 and 704A34-130-086 held as spares, are to be returned to Eurocopter.

Compliance: Before further flight following any report by the pilot of tail rotor control binding, or by 23 August 2006, whichever is the sooner, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/66 Tail Rotor Drive Shaft – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft fitted with a tail rotor drive shaft forward shaft section P/N 355A 34-1090-00 with S/Ns M 858 through M 873.

Requirement: A metallurgical non-conformity was discovered on a flange of the tail rotor drive shaft forward shaft section of an Ecureuil helicopter. A stress analysis has shown that this non-conformity may significantly reduce the strength of the forward shaft section. With the service life of the forward shaft section possibly being significantly reduced, remove the tail rotor drive shaft forward shaft section and install a new part, per the instructions specified in paragraph 2.B of Eurocopter AS 355 ASB 01.00.51. (EASA AD 2006-0100 refers)

Note 1: This AD does not apply to aircraft delivered after 1 January, 2005.

Note 2: Tail rotor drive shaft forward shaft sections specified in the applicability section of this AD are to be returned to the manufacturer at the latest by 31 December 2005.

Compliance: At 2500 hours TTIS or by 31 December 2006, whichever is the sooner, for aircraft with up to 2400 hours TTIS, unless already accomplished.

Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner, for aircraft with more than 2400 hours TTIS, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/67 Cancelled - DCA/AS355/77 refers

Effective Date: 18 May 2007

DCA/AS355/68B Cancelled – DCA/AS355/81 refers

Effective Date: 27 September 2007

DCA/AS355/69 Cancelled – DCA/AS355/96 refers

Effective Date: 29 March 2012

DCA/AS355/70 Sliding Door Rollers and Rails – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.39, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 355 ASB No. 05.00.39 accomplish the following actions per paragraph 2.B.2 of AS 355 ASB No. 05.00.39:

- If C1 > 5 mm and C2 > 1.5 mm: Door opening in flight is permitted.
- If C1 < 5 mm and/or C2 < 1.5 mm: Door opening in flight is prohibited.

If C1 < 5 mm and/or C2 < 1.5 mm, then fix a '**Door Opening in Flight is Prohibited**' placard on the instrument panel of the aircraft.

Note 1: Before installing sliding doors held as spares, accomplish the requirements of this AD.

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 355 Service Bulletin No. 52.00.22 is a terminating action to the requirements of this AD. (EASA AD 2006-0249 refers)

Compliance: Before further flight, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 28 September 2006

DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection

Applicability: All model AS 355 E, F, F1, F2 and N aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.

Requirement: To prevent the failure of the blade of the cabin vibration damper assembly, which could lead to the failed part interfering with the trim actuator rod, resulting in the jamming of the flight controls accomplish the following:

1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.46.

Replace cracked blades per paragraph 2.B.1. of AS 355 ASB No. 05.00.46, before further flight.

2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 355 ASB No. 53.00.22.

Note 1: After blade replacement, continue inspecting the blades for cracks per requirement 1, at every daily post flight inspection, until accomplishment of requirement 2.

Note 2: Sign logbook for compliance with requirement 1 at time of raising the aircraft technical log.

Note 3: Accomplishment of requirement 2 (MOD 073325) is a terminating action to the requirements of this AD.

Note 4: This AD is applicable to AS 355 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055.

(EASA AD 2006-0273 refers)

Compliance: 1. At every daily post flight inspection.

2. By 30 June 2007.

Effective Date: 28 September 2006

DCA/AS355/72 Starter Generator – Load Limitation

Applicability: Model AS 355 N aircraft fitted with all P/N starter generators, and not embodied with MOD 073344.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the starter generator current draw is limited to 100 Amps at altitudes above 3000 meters (10000 feet).

Install a label indicating this load limitation on the instrument panel below the ammeter, per the instructions in paragraph 2.B. of Eurocopter AS 355 Alert Service Bulletin No. 01.00.52.

(EASA AD 2006-0338 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

DCA/AS355/73 Cancelled – DCA/AS355/80 refers

DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 F, F1, F2 and N aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.28.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/AS355/75 Engine Automatic Relighting System – Installation

Applicability: Model AS 355E, AS 355F, AS 355F1 and AS 355F2 aircraft fitted with Allison 250-C20F engines with air intake debris guards.

Requirement: To prevent engine flame out in heavy precipitation at low ambient temperatures, install a manufacturer approved automatic engine relighting system or a continuous ignition system.

Note 1: The installation of an automatic engine relighting system per the instructions in Eurocopter AS350 Service Bulletin No. 80.02 revision 2, or later approved revisions, is an acceptable means of compliance to the requirements of this AD.

Note 2: Aircraft are prohibited from being operated in heavy precipitation at ambient temperatures below + 5 degrees celsius per the operating limitations in section 2.1 of the AFM, unless fitted with an automatic engine relighting system or a continuous ignition system per the requirements of this AD.

Note 3: For aircraft already modified per AMS 350A 07-1823 and AMS 350A 07-1905, embody modifications AMS 350A 07-1910 and AMS 350A 07-1920 in order to prevent inadvertant operation of the automatic engine relighting system.

Note 4: Installation of the Aerospatiale relighting kit requires exclusive utilisation of Champion or Auburn Igniters P/N 68 77518, or Champion Igniters P/N 23006266 with service life limits of 1200 hours for each approved igniter.

(DGAC AD 1986-153-031 R4 refers)

Compliance: By 30 November 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/AS355/76 Load Compensator Lever – Inspection

Applicability: Model AS 355 N and AS 355 F2 aircraft, all S/N

Requirement: To prevent restricted yaw control travel due to the possibility of the incorrect load compensator lever being fitted to the aircraft which could result in loss of control of the aircraft, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/Ns of both the load compensator lever and the hydraulic actuator assembly fitted to the aircraft, per the instructions in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.29, revision 1. If the P/Ns cannot be identified, accomplish the instructions in paragraph 2.B.2.of ASB No. 67.00.29 to determine the relevant P/Ns.

2. For aircraft not embodied with MOD 072065:

If compensator lever P/N 355A27-0082-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0072-00, per the instructions in paragraph 2.B.3.a.of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0082-00, accomplish all the actions in 2.B.3.b.of ASB No. 67.00.29, before further flight.

Note 1: Aircraft not embodied with mod 072065 are fitted with hydraulic actuator assembly P/N 355A75-1370-01 or 355A75-1370-03.

3. For aircraft embodied with MOD 072065:

If compensator lever P/N 355A27-0072-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0082-00, per the instructions in 2.B.3.a.of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0072- 00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 2: Aircraft embodied with mod 072065 are fitted with hydraulic actuator assembly 355A75-1370-02 or 355A75-1370-04.
(EASA AD 2007-0131-E refers)

Note 3: From the effective date of this AD, load compensator lever P/N 355A27-0082-00 shall not be fitted on any AS 355 N or AS 355 F2 aircraft not embodied with MOD 072065, and load compensator lever P/N 355A27-0072-00 shall not be fitted to any AS 355 N and AS 355 F2 aircraft embodied with MOD 072065.

Compliance: 1. Before further flight.
2. & 3. Within the next 10 hours TIS.

Effective Date: 18 May 2007

DCA/AS355/77A Cancelled – DCA/AS355/86 refers

Effective Date: 5 March 2009

DCA/AS355/78 Cabin Floor Cross Member – Inspection

Applicability: Model AS355 E, F, F1, F2 and N aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

Requirement: To prevent a cracked cabin floor cross member at X2325 possibly resulting in reduced ability to control aircraft yaw, accomplish the following:

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 355 Alert Service Bulletin (ASB) No. 53.00.23.

If a cross-member and doublers are installed, no further action is required.

If a cross-member and/or doublers are not installed, inspect for cracks per AS 355 ASB No. 53.00.23.

If no cracks are found inspect the tail rotor control rigging per AS 355 ASB No. 53.00.23, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

If any cracks are found accomplish a manufacturer approved repair scheme, before further flight.

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 355 ASB No. 53.00.23.
(EASA AD 2007-0139-E refers)

Compliance: 1. Within the next 10 hours TIS or by 18 June 2007, whichever occurs sooner, and thereafter at intervals not to exceed 50 hours TIS until accomplishment of requirement 2.

2. By 18 May 2008.

Effective Date: 18 May 2007

DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N,

Fitted with Goodrich main rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:

P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573,

P/N SC5083-1, S/N 2902 through to 2921,

P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695,

P/N SC5084-1, S/N 1462 through to 1481, or

Fitted with Goodrich tail rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:

P/N SC5072, S/N 222M, 306M or 309.

Requirement: To prevent the distributor slide valve jamming on its sleeve due to the possibility of excessive play in the servo control input lever bearing which could result in reduced rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 01.00.53 revision 1.

If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53, before further flight.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53.
(EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS355 ASB No. 01.00.53.

Compliance: 1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.

2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers

Effective Date: 25 September 2015

DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection

Applicability: All model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors without MOD 073298 and/or MOD 073308 embodied.

Note: This AD supersedes DCA/AS355/68B with the inclusion of requirements 3 and 4.

Requirement: To detect cracks in the rear roller support shaft and the rear fitting of the sliding door, accomplish the following:

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.45.

If cracked, replace per paragraph 2.B in AS 355 ASB No. 05.00.23, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 355 ASB No. 52.00.23.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.23 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 355 ASB No. 52.00.23.

4. Rail roller pins P/N 350A25-1275-20 and cast roller support fittings P/N 350A25-1270-20 and P/N 350A25-1270-22 shall not be fitted to any aircraft.

(EASA AD 2007-0236 refers)

Compliance: 1. At 100 hours TTIS or within 20 hours TIS whichever is the later, unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007

DCA/AS355/82 Collective Lever Recess - Modification

Applicability: Model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 aircraft not embodied with MOD 071995.

Requirement: To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.12 revision 2.

2. Covers P/N 355A27-2373-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

Compliance: 1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.

2. From 29 November 2007.

Effective Date: 29 November 2007

DCA/AS355/83 Rear Bench Seat Cushions – Removal

Applicability: Model AS 355 E, F, F1, F2 and N models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 355 Service Bulletin No. 25.00.66.

Note 1: This AD supersedes DCA/AS355/37 and includes modification 073166 (per AS 355 SB No.25.00.66) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following text: “Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied.”

Note 2: This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer’s flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.

Note 3: The embodiment of modification 073166 per AS 355 SB No.25.00.66 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008

Effective Date: 27 March 2008

DCA/AS355/84 Cancelled – DCA/AS355/85 refers

Effective Date: 23 February 2009

DCA/AS355/85 Fin Attach Fittings – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 355A14-0522-00XX, 355A14-0522-01XX, 355A14-0522-02XX, 355A14-0522-03XX, 355A14-0522-13XX, 355A14-0522-14XX and 355A14-0522-15XX, and

Lower fin assembly P/N 355A14-0521-00XX, 355A14-0521-01XX, 355A14-0521-02XX and 355A14-0521-03XX.

Note 1: This AD supersedes DCA/AS355/84 which superseded DCA/AS355/64A. This AD retains the requirements of DCA/AS355/84, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS355/64A.

Requirement: To prevent failure of the upper and lower fin attachment fittings due to fatigue, which could result in loss of the vertical fin, accomplish the following:

1. <u>For helicopters fitted with upper and lower fins without MOD 073288 embodied</u>:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph 2.B.2. in Eurocopter AS 355 ASB No. 55.00.11 revision 2 or later approved revisions.

2. <u>For helicopters fitted with upper and lower fins with MOD 073288 embodied</u>:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 in AS 355 ASB 55.00.11. If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable in AS 355 ASB 55.00.11.

3. <u>For helicopters fitted with upper and lower fins without MOD 073330 embodied:</u>

Remove the upper and lower fins and embody modification 073330 per AS 355 ASB No. 55.00.12. revision 1 or later approved revisions.

4. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 355 ASB No. 55.00.12.
(EASA AD 2009-0029 refers)

Note 2: Accomplishment of requirement 3 of this AD is a terminating action for the repetitive inspections of requirement 2.

Note 3: With the embodiment of modification 073330 per requirement 3 of this AD the lower and upper fittings bolts P/N 22126BV060032L and washers P/N 23112AG060LE are replaced with special bolts P/N 350A23-4016-20 and special washers P/N 350A23-4017-22.

Compliance: 1. Within the next 15 hours TIS unless already accomplished.
2. For aircraft with more than 100 hours TIS since the last inspection:

Within the next 15 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

For aircraft with less than 100 hours TIS since the last inspection:

Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.
3. By 15 April 2009 unless previously accomplished.
4. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS355/86 Tail Rotor Blade Skin – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP aircraft, all S/N fitted with tail rotor blades P/N:

- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14, and
- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08, and
- 355A12-0050-00/ -01/ -02/ -03/ -04/ -05.

Note 1: This AD supersedes DCA/AS355/77A with no change to the requirement. This AD introduces model AS 355 NP aircraft in the applicability.

Requirement: To prevent tail rotor blade skin separation causing significant imbalance and possibly resulting in loss of aircraft control, accomplish the following:

1. Vvisually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.38, revision 3 or later approved revisions. If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 355 ASB No. 05.00.38, before further flight.

Note 2: The visual inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Note 3: Sign log book for requirement 1 compliance at time of raising tech log.

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 355 ASB No. 05.00.38, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

For tail rotor blades with S/N below 8419, with annotation “repaired as per Work Card 64.10.00.872” or “repaired as per Work Card 64.10.20.712” recorded on the log card, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph 2.B.1 of AS 355 ASB No. 05.00.38 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 355 ASB No. 05.00.38 revision 2 is acceptable to comply with requirements 2 and 3 of this AD.
(EASA AD 2009-0039 refers)

Compliance: 1. After the last flight of the day without exceeding 10 flight hours between each check.
2. By 5 April 2009, unless previously accomplished.
3. From 5 March 2009.

Effective Date: 5 March 2009

DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers

Effective Date: 31 October 2013

DCA/AS355/88A Engine and MGB Cowling Locking – Modification

Applicability: Model AS355E, AS355F, AS355F1 and AS355F2 helicopters, all S/N.

Note 1: No action required for those aircraft already in compliance with DCA/AS355/88. This AD revised to introduce Kent Helicopters Ltd. modification KHL/MOD/355/001 per requirement vi). This modification was previously approved by the UK CAA. Aircraft already embodied with this modification are compliant with the requirements of this AD.

Requirement: To prevent the loss of unsecured engine cowls or MGB cowls in flight due to possible incorrect locking of the cowls which could affect flight safety and safety of people on the ground, accomplish one of the following five options:

i) Eurocopter Modification No. 073313 per the instructions in Eurocopter SB No. 53.00.24 – Improvement to engine and MGB cowling locking, or

ii) Eurocopter UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning, or

iii) Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch, or

iv) Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch, or

v) Aero Engineering Design Ltd modification 31-10-013 – Installation of cockpit warning.

vi) Kent Helicopters Ltd. modification KHL/MOD/355/001 – Freefall of cowling and secure latching.

Note 2: For requirement i) of this AD the painting of the flags must be in a conspicuous and in a contrasting colour to the colour scheme of the helicopter.

Note 3: Eurocopter SB No. 53.00.24 revision 0 or later EASA approved revisions are acceptable for compliance with requirements of this AD.

Note 4: For any questions concerning the technical content of the requirements in the referenced Aero Engineering Design Ltd. Modification 31-10-013 contact AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.

Note 5: For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 contact Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford, OX5 1QZ, UK.
(EASA AD 2010-0023R2 correction refers)

Compliance: By 25 March 2012 (the compliance date for DCA/AS355/88).

Effective Date: DCA/AS355/88 - 25 March 2010
DCA/AS355/88A - 29 March 2012

Effective Date: 25 March 2010

DCA/AS355/89 Cancelled – DCA/AS355/90 refers

Effective Date: 9 March 2011

DCA/AS355/90 Tail Gearbox Control Lever – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS355/89 and introduces a new inspection per Eurocopter ASB 05.00.57 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an "X".

Requirement: To prevent failure of the tail gearbox control lever due to possible induced cracks caused by surface anomalies which could result in reduced aircraft control, accomplish the following:

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS355 ASB 05.00.57 revision 1, dated 23 April 2010 or later EASA approved revisions. If any cracks are found contact the manufacturer and replace the affected control levers per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If no cracks are found accomplish requirement 2 of this AD.

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS355 ASB 05.00.57, or replace with a reworked lever (marked with an "X"), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an "X") per the instructions in of paragraph 2.B.3 of Eurocopter AS355 ASB No. 05.00.57.

Note 2: The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The installation of a reworked lever (marked with an 'X') is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

Note 4: The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.

(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89).

3. All AS355 series aircraft except AS355N:

Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.

AS355N aircraft:

Before 110 hours TSN or overhaul, or within the next 10 hours TIS for affected TGB control levers with 100 or more hours TSN or overhaul, and thereafter at intervals not to exceed 100 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS355/89).

Effective Date: 9 March 2011

DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 and MA47631.

Requirement: To prevent loss of tail rotor pitch control due to possible cracks in the TGB control lever attachment yoke which could result in loss of aircraft control, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS355 ASB 65.00.22 revision 0, dated 18 May 2011 or later approved revisions. If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS355 ASB 65.00.22.
2. An affected TGB casing shall not be fitted to any aircraft unless the pitch control lever attachment yokes on the TGB casing assembly have been inspected and found serviceable per the requirements of this AD.
(EASA AD 2011-0104 refers)

Compliance: 1. TGB casings with less than 550 hours TSN:

By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.
TGB casings with more than 550 hours TSN:

Within the next 100 hours TIS or by 30 July 2012, whichever occurs sooner.

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS355/93 Cancelled – EASA AD 2011-0164R1

Effective Date: 28 February 2017

DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers

Effective Date: 14 September 2015

DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS355/96 Starter Generator – Inspection

Applicability: Model AS355 N aircraft, all S/N.

Note: This AD retains the requirements in superseded DCA/AS355/69. The AD applicability expanded to include all S/N aircraft, and the inspection intervals and maintenance actions in this AD revised taking the embodiment of Turboméca Modification TU107 (including mod TU106 and the installation of reinforced attachment tabs) into account.

Requirement: To prevent loss of the exhaust pipe ejector in flight due to possibile excess starter generator vibration ehich could result in the failure of the exhaust attachment lugs, accomplish the inspections and corrective actions specified in EASA AD 2012-0022.

(EASA AD 2012-0022 refers)

Compliance: At the compliance times specified in EASA AD 2012-0022.

Effective Date: 29 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except aircraft embodied with modification AL 4262.

Effective Date: 15 October 2012

2012-0257-E Cancelled by EASA AD 2012-0257-CN – Purpose fulfilled

Effective Date: EASA AD 2012-0257-E – 7 December 2012
EASA AD 2012-0257-CN – 25 July 2024

2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, fitted with a single hydraulic main and tail servocontrols manufactured by "SAMM", "TRW", "GOODRICH", or "UTAS".

Effective Date: 18 April 2013

2013-0130 Cancelled – EASA AD 2021-0193 Refers

Effective Date: 3 September 2021

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0205 Cancelled – EASA AD 2015-0202 refers

Effective Date: 21 October 2015

DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection

Applicability: AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

Note 1: This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

Note 2: EASA AD F-2000-223-059R1 supersedes DCA/AS355/33 to introduce Eurocopter AS 355 ASB 05.00.33R1 dated 11 March 2004 and change the AD applicability / effectivity to exclude those aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (Mod 076550).

Effective Date: 25 September 2004 (the effective date of DGAC AD F-2000-223-059R1)

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if modified in production with (optional) modification OP0811 and fitted with a Grimes-Honeywell power supply unit, P/N 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

Effective Date: 2013-0281 - 11 December 2013
2013-0281R1 - 13 February 2015

2014-0076R3 Cancelled – EASA AD 2022-0051 refers

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if fitted with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0135-E Cabin Ventilation Air Scoop - Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers.

Effective Date: 29 May 2014

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection

Applicability: AS 355 series helicopters specified in DGAC AD 1991-164-042 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment

Applicability: AS355 N and AS355 NP helicopters, all serial numbers, if fitted with Turboméca ARRIUS 1A, 1A1, or 1M engines.

Effective Date: 26 June 2015

2015-0143-E Tail Rotor Blades – Inspection

Applicability: AS355 NP helicopters, all serial numbers, when equipped with a blade having P/N 355A12-0050-10, P/N 355A12-0050-12, P/N 355A12-0051-10, or P/N 355A12-0051-12.

Effective Date: 17 July 2015

2007-0209R1 Main Gearbox Lubrication Pump – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers, equipped with lubrication pumps Part Number (P/N) 355A32-0700-01, P/N 355A32-0700-02 or P/N 355A32-0701-00, installed on the main gearbox (MGB), except those modified in accordance with Airbus Helicopters modification (mod) 077222.

Effective Date: 25 September 2015

2015-0181 Engine Fire Extinguisher System – Modification

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.

Effective Date: 14 September 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if equipped with tail rotor (TR) drive shaft bearings as indicated in Table 1 of this AD.

Effective Date: 7 October 2015

2015-0202 Cancelled – EASA AD 2016-0109 refers

Effective Date: 28 June 2016

DCA/AS355/97C Forward Two-place Seat – Operating Limitations

Applicability: All AS355 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS355/97C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS355/97B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

Requirement: To prevent a reduction of flight safety from that provided by the manufacturer, accomplish the following:

1. Determine the longitudinal moment arm of the forward two-place seat using the center of the seat pan cushion as a measurement reference point.

   Complete and issue a new form CAA 2173 Weight and Balance Data.

   The weight of the seat components must be included in the CG calculations. If a seat adaptor plate is fitted the moment (position and weight) of the plate must also be considered for the CG calculation.

   The lateral CG arm of the helicopter must not be assumed to be zero. The lateral CG must be recorded and be within the limits specified in the AFM.

   Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.
2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

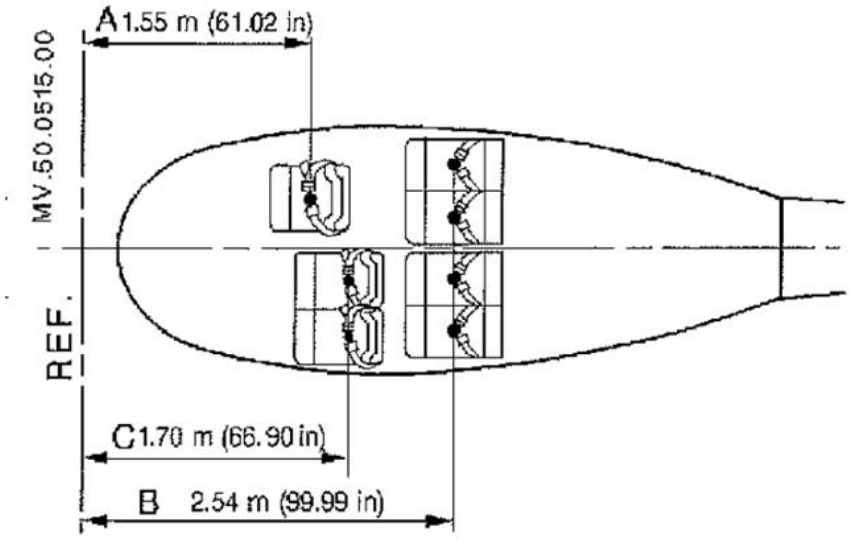

Figure: Airbus Helicopters recommended CG position of forward two-place seat.

Compliance: 1. Before further use of the forward two-place seat, unless previously accomplished.
2. Before further use of the forward two-place seat.

Effective Date: DCA/AS355/97A - 14 Decemeber 2015
DCA/AS355/97B - 30 June 2016
DCA/AS355/97C - 26 April 2018

CAA Approved
AS355 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS355 series helicopters fitted with a forward two-place seat.

Applicability:

All AS355 series helicopters fitted with any forward two-place seat.

Requirements:

Before every flight with occupant(s) or cargo on the forward two-place seat perform a longitudinal and lateral weight and balance calculation in accordance with the AFM and the associated Airbus Helicopters weight and balance procedure. The helicopter center of gravity (CG) must remain within longitudinal and lateral limitations specified in the AFM throughout all phases of flight.

The combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

The weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

When performing the longitudinal and lateral weight and balance calculation use the center of the seat pan cushion as a measurement reference point for the longitudinal moment arm of the forward two-place seat.

Estimated or standard occupant weights are not acceptable to determine the helicopter CG. Actual occupant weights must be used and recorded for the CG calculation. Where weighing occupants is not practical (i.e. when uplifting passengers in remote locations), the declared passenger weight plus 6kg must be used for weight and balance calculations.

The lateral CG arm of the helicopter must not be assumed to be zero. Lateral CG must be calculated and must remain within the limits prescribed within the AFM.

Note: If the forward two-place seat has only one occupant, then the standard weight for passengers per CAA Rule Part 135.303(b)(2) as determined per CAA Rule Part 135.303(e) may be used for all passengers. The weight of the occupant seated on the forward two-place seat must not exceed 120kg.

* This page is inserted by NZ AD DCA/AS355/97B or 97C.

Page 1 of 1

2016-0021 Main Gearbox Bottom Casing – Inspection

Applicability: AS 355 E, F, F1, F2, N helicopters, all serial numbers, if equipped with main gearbox (MGB) bottom Casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0022 Main Gearbox Casings – Inspection

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3121-07 or equipped with MGB bottom casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0109R1 Fueltron Flowmeter – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.

Effective Date: EASA AD 2016-0109 - 28 June 2016
EASA AD 2016-0109R1 - 10 November 2016

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

Note 1: EASA AD 2017-0020R1 is revised to include requirements for reverting to the original ALS interval for affected pitch rods. Some editorial changes have also been made which does not affect the technical content of the AD.

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained, and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

Effective Date: EASA AD 2017-0020-E - 9 February 2017
EASA AD 2017-0020R1 - 30 May 2019

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with an AP, and AS 355 N and AS 355 NP helicopters, all S/N without an AP installed, but embodied with mod 071908; except helicopters that have mod 074819 embodied.

Effective Date: EASA AD 2011-0164R1 - 28 February 2017
EASA AD 2011-0164R2 - 28 September 2017
EASA AD 2011-0164R3 - 30 April 2020

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0159 Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers.

Effective Date: 8 September 2017

Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit). These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection

Applicability: All AS355 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.355.

Note: DCA/AS355/98A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.355.

Requirement: To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.150, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM.

   Introduce OAL ICA MB 25.00.150 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.150 revision 1, or later approved revision, unless previously accomplished.

2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.150 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. For bucket operations: Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.

   For non-bucket operations: By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS355/98 - 28 June 2018
DCA/AS355/98A - 25 October 2018

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 4 October 2018

2018-0287 Cancelled – EASA AD 2019-0060 refers

Effective Date: 3 April 2019

DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service

Applicability: All AS355 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.

Requirement: To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the list of technical data accepted by the Director on the CAA website.

Note 2: In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.

Compliance: By 31 March 2019

Effective Date: 31 January 2019

Transport Canada CF-2019-01 HETS STC SH98-35

Applicability: Helicopter External Transport System (HETS™) certified under Transport Canada STC SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.

Note: HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).

Effective Date: 22 January 2019

2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.

Effective Date: 3 April 2019

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP series helicopters, all S/N.

Effective Date: 29 August 2019

2019-0228 Electric Hoist Installation – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.

Effective Date: 26 September 2019

FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection

Applicability: AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP series helicopters embodied with STC SR00645LA.

Effective Date: 28 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.

Effective Date: 2 April 2020

2020-0175 Cancelled by EASA on 13 September 2021

Effective Date: 30 September 2021

2020-0186 Cancelled – EASA AD 2021-0099 refers

Effective Date: 29 April 2021

2020-0217-E Cancelled – EASA AD 2021-0023 refers

Effective Date: 2 February 2021

2020-0224R1 Tail Rotor Blades – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.

Note 1: Initial tail rotor blade leading edge protection shield inspection: An initial inspection per requirements (1) and (2) of EASA AD 2020-0224 original issue, or revision 1 must be accomplished by an aircraft maintenance engineer.

Note 2: The visual inspection before every flight, per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found in the tail rotor blades during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions per EASA AD 2020-0224R1, before further flight.

Effective Date: EASA AD 2020-0224-E - 20 October 2020
EASA AD 2020-0224R1 - 26 November 2020

2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 series helicopters, all S/N fitted with a Rolls-Royce Corporation (formerly Allison) engine model 250-C20F.

Effective Date: 22 December 2020

2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N, except those helicopters embodied with MOD MC20096.

Effective Date: 2 February 2021

2021-0027R1 Collective Controls – Modification

Applicability: AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2021-0027 - 3 February 2021
EASA AD 2021-0027R1 – 3 February 2021

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0099 Cancelled – EASA AD 2023-0075 refers

Effective Date: 14 April 2023

2021-0193 Cancelled – EASA AD 2024-0134 refers

Effective Date: 25 July 2024

2021-0265 Cowlings - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N.

Effective Date: 7 December 2021

2021-0282R1 (Correction) Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2021-0282 – 31 December 2021
EASA AD 2021-0282R1 – 25 July 2024
EASA AD 2021-0282R1 (Correction) – 30 January 2025

2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection

Applicability: AS 355 E, F, F1, F2 and N helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS355 Service Bulletin (SB) No. AS355 SB No. 53.00.34 as in service.

AS 355 NP helicopters, S/N 5747, and 5749 through to 5766 inclusive, except helicopters embodied with AH AS355 SB No. 53.00.34 in service.

Note: EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters.
EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.

Effective Date: EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022

2022-0069 Cancelled – EASA AD 2022-0180 refers

Effective Date: 12 September 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 28 July 2022

2022-0180 Tail Rotor Drive Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 12 September 2022

2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with hoist provisions (hoist fixed parts).

Effective Date: 24 November 2022

2022-0246 Main Rotor Blades - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 26 December 2022

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS355 N and AS355 NP helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0075 Cancelled – EASA AD 2023-0089 refers

Effective Date: 18 May 2023

2023-0089 Cancelled – EASA AD 2024-0139 refers

Effective Date: 26 July 2024

2023-0131 Sliding Doors - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, fitted with a left-hand (LH) and/or a right-hand (RH) sliding door.

Effective Date: 27 July 2023

2023-0154R1 Vertical Upper Fin Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2023-0154 – 3 August 2023
EASA AD 2023-0154R1 – 26 July 2024

2024-0127 Tail Rotor Drive Fan Wheel and 2nd Stage Impeller - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N helicopters, all S/N.

Effective Date: 25 July 2024

2024-0134 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: 25 July 2024

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

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland MBB-BK117 Series

31 July 2025

Notes: 1. This AD schedule is applicable to the following aircraft manufactured by Airbus Helicopters Deutschland GmbH:

Helicopter Model:	EASA Type Certificate Number:
MBB-BK 117 A-1	R.010 (previously LBA TC No. 3049).
MBB-BK 117 A-3	R.010 (previously LBA TC No. 3049).
MBB-BK 117 A-4	R.010 (previously LBA TC No. 3049).
MBB-BK 117 B-1	R.010 (previously LBA TC No. 3049).
MBB-BK 117 B-2	R.010 (previously LBA TC No. 3049).
MBB-BK 117 C-1	R.010 (previously LBA TC No. 3049).
MBB-BK117 C-2 helicopters (marketed under the EC145 designation.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-2 helicopters (marketed under the EC145 T2 and H145 designations.)	R.010 (previously LBA TC No. 3049).
MBB-BK117 D-3 helicopters (marketed under the H145 designation.)	R.010 (previously LBA TC No. 3049).

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. This AD Schedule includes Luftfahrt Bundesamt (LBA) and Federal Aviation Administration (FAA) ADs mandated by EASA.

4. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz

5. The date above indicates the amendment date of this schedule.

6. New or amended ADs are shown with an asterisk. *

Contents

DCA/MBB117/1 Cargo Hook - Modification

Applicability: All model MBB-BK117 aircraft fitted with a cargo hook release mechanism P/N S1609-1-117A.

Requirement: To prevent inadvertent release of the cargo hook load under certain flight conditions accomplish the instructions in MBB Helicopters Service Bulletin No. SB-MBB-BK117-80-4, revision 1, dated 27 November 1984.
(LBA AD 1984-177/2 refers)

Compliance: Before further use of the cargo hook, or by 26 July 2007 whichever is the later, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/2 Main Transmission Assembly – Inspection

Applicability: All model MBB-BK117 aircraft fitted with main transmission assembly P/N 117-12005-01.

Requirement: To prevent the free wheel unit from being damaged due to the possibility of locating pin P/N 117-12037-01 being incorrectly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-2, dated 15 July 1985.
(LBA AD 1985-208 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/3 Cancelled by LBA AD 1986-001/2

Effective Date: 30 August 2012

DCA/MBB117/4 Tail Rotor Gearbox Attachment – Rework

Applicability: All model MBB-BK117 aircraft, S/N all through 7121.

Requirement: To prevent failure of the tail rotor gearbox attachment screws due to the possibility of suspect screws being fitted, replace the two screws with bolts per the instructions in paragraph 2 of MBB Helicopters Alert Bulletin No. AB-MBB-BK117-4, dated 27 March 1986.
(LBA AD 1986-149 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/5 Fire Extinguishing System – Inspection

Applicability: All model MBB-BK117 aircraft fitted with a fire extinguishing system P/N 117-75201-01.

Requirement: To prevent failure of the fire extinguishing system due to the possibility of the ball rod retainer fitted to the check tee valve P/N 35200100 not being correctly installed, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-70-100, dated 11 August 1986.
(LBA AD 1986-190 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/6 **Main Rotor Blade Bolts – Inspection**

Applicability: All model MBB-BK117 aircraft.

Requirement: To prevent failure of the main rotor blade secondary attachment bolts due to the possibility of cracks at the junction of the bolt head and the shank, accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-101, revision 1, dated 26 May 1987, or later approved revisions.
(LBA AD 1987-106/2 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/7 **Electrostatic Dischargers & Electrical Bonding – Inspection**

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To improve the discharge of electrostatic energy between numerous aircraft components and to also ensure that the aircraft landing gear is correctly bonded, accomplish the following:

1. Install and/or rework electrostatic dischargers and electrical bonding per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-105, dated 23 May 1990, or later approved revisions.

2. Replace or rework bonding jumpers per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-90-104, dated 11 August 1989, or later approved revisions.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/8 **Fuel System – Inspection**

Applicability: All model MBB-BK117 aircraft, S/N 7001 onward.

Requirement: To prevent loss of fuel supply to the aircraft engine due to the possibility of the fuel vents being completely or partially blocked which may result in engine failure, and also to prevent the risk of flammable fuel/air mixture developing in the fuel vent system due to warm fuel flowing through the fuel return line into the fuel vent system, accomplish the following:

1. Inspect and clear the fuel vent holes per the instructions in paragraph 2 of MBB Helicopters Service Bulletin No. SB-MBB-BK117-60-108, dated 22 December 1989.

2. Remove the fuel return lines per the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-60-107, dated 12 December 1989.
(LBA AD 1990-212/2 refers)

Compliance: 1. & 2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/9 **Cancelled – EASA AD 2017-0193 refers**

Effective Date: 26 October 2017

DCA/MBB117/10 Main Transmission – Life Limitation

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7250 and 7500 through to 7509.

Requirement: To prevent failure of the bevel gear P/N 117-12215-01 the life limit has been changed to 18500 hours TIS.

Accomplish the instructions in paragraph 2 of MBB Helicopters Alert Service Bulletin No. ASB-MBB-BK117-10-113, revision 1, dated 17 December 1997.
(LBA AD 1997-350 refers)

Compliance: By 31 May 2007, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/11 Cancelled – EASA AD 2012-0196 refers

Effective Date: 9 October 2012

DCA/MBB117/12 Transmission & Engine Cowling Doors – Modification

Applicability: All model MBB-BK117 aircraft, S/N 7001 through to 7253 and 7500 through to 7523.

Note: For aircraft S/N 7001 through to 7201 the accomplishment of ASB-MBB-BK 117-20-104 is required prior to the accomplishment of this AD.

Requirement: To prevent the transmission and engine cowlings doors opening during flight, accomplish the instructions in paragraph 2 of Eurocopter Service Bulletin No. SB-MBB-BK117-20-109, revision 2, dated 30 April 1999.
(LBA AD 1999-302 refers)

Compliance: By 31 January 2008, unless already accomplished.

Effective Date: 31 May 2007

DCA/MBB117/13 Cancelled – DCA/MBB117/17 refers

Effective Date: 24 April 2008

DCA/MBB117/14 Cancelled – DCA/MBB117/16 refers

Effective Date: 14 September 2007

DCA/MBB117/15 Fire Protection System – Rework

Applicability: Model MBB-BK 117C-2 aircraft, S/N 9004 through to 9104, 9106, 9107 and 9111, fitted with fire extinguishing system B262K1002-801, B262K1003-801 or B262K1004-801.

Requirement: To prevent inadvertant operation of the fire protection system due to the possibility of injection tubes becoming disconnected, replace the affected clamps in accordance with the instructions in Eurocopter Deutschland Alert Service Bulletin No. MBB BK117 C-2-26A-001 dated 22 January 2007.
(EASA AD 2007-0121 refers)

Compliance: Within the next 100 hours TIS or 31 December 2007, whichever is the sooner.

Effective Date: 31 May 2007

DCA/MBB117/16 Tail Rotor Control Lever Weights – Inspection

Applicability: Model MBB-BK 117C-2 aircraft, all S/N fitted with Tail Rotor Control Lever P/N B642M1009103.

Note 1: This AD supersedes DCA/MBB117/14 and introduces a terminating action to the repetitive inspection requirements.

Requirement: To prevent separation of the dynamic weights on the tail rotor, which could result in severe vibration and affect aircraft control, accomplish the following:

1. Visually inspect the control lever per the instructions in section 3.A of Eurocopter Deutschland Alert Service Bulletin (ASB) MBB BK117 C-2-64A-002 revision 01 or revision 02.

If score marks, notching, scratching, cracks or similar damage is detected, replace the affected control lever, before further flight.

2. Replace all tail rotor control levers P/N B642M1009103 and weights P/N B642M1011202 per the instructions in section 3.B of ASB MBB BK117 C-2-64A-002 revision 02.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Tail Rotor Control Levers P/N B642M1009103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0237 refers)

Compliance: 1. For helicopters that have not been previously inspected per DCA/MBB117/14:

Before further flight and thereafter at intervals not to exceed 8 hours TIS.

For helicopters that have been previously inspected per DCA/MBB117/14:

Within the next 8 hours TIS or within 25 hours TIS since the last inspection as required by DCA/MBB117/14, whichever occurs sooner, and thereafter at intervals not to exceed 8 hours TIS.

2. By 31 October 2007.

3. From 31 October 2007.

Effective Date: 14 September 2007

DCA/MBB117/17A Engine MAX N1 Power – Inspection & AFM/Placard Amendment

Applicability: All MBB-BK 117 C-1 and MBB-BK 117 C-2 helicopters, all S/N except those helicopters embodied with Turboméca Modification TU358 on both engines.

Note 1: This AD revised to expand the AD applicability to include MBB-BK 117 C-1 aircraft with no change to the AD requirement.

Requirement: To prevent a loss of engine power at high altitude, accomplish the requirements in EASA AD 2008-0061.

Note 2: Eurocopter Deutschland ASB No. ASB-MBB-BK117-60-121 revision 4 or ASB No. MBB BK117 C-2-71A-003 revision 3, as applicable, both dated 11 December 2007 or later EASA approved revisions pertains to the subject of this AD.
(EASA AD 2008-0061 refers)

Compliance: At the compliance times specified in of EASA AD 2008-0061.

Effective Date: DCA/MBB117/17 - 24 April 2008
DCA/MBB117/17A - 27 September 2012

DCA/MBB117/18 Cancelled – DCA/MBB117/24 refers

Effective Date: 29 April 2010

DCA/MBB117/19 Cyclic Stick Locking Device – Modification and AFM Amendment

Applicability: Model MBB-BK 117 C-2 aircraft, S/N 9004 through to 9230

Requirement: To prevent take-off with a locked cyclic stick which could result in loss of aircraft control accomplish the following:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. MBB BK 117C-2-67A-008, dated 14 April 2008 or later approved revisions.

2. Amend the AFM by inserting the following note into the AFM:

> **NOTE:** Before starting the engines, the cyclic stick must be moved to its neutral position. By folding the cantilever towards the pin, it is possible to move the cyclic stick into its neutral position and to center it. Locking the cyclic stick is no longer possible.

Note: Requirement 2 may be accomplished by inserting a copy of this AD into the AFM, or by inserting the ECD supplied AFM page(s) into the AFM.
(EASA AD 2008-0113 refers)

Compliance: 1. & 2. By 15 September 2008.

Effective Date: 31 July 2008

DCA/MBB117/20 Cancelled – DCA/MBB117/21 refers

Effective Date: 22 July 2009

DCA/MBB117/21 Cancelled – DCA/MBB117/25 refers

Effective Date: 24 June 2010

DCA/MBB117/22 Tail Rotor Drive Shaft – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N.

Requirement: To prevent failure of the long tail rotor drive shaft due to the possible erroneous installation of blind rivets instead of solid rivets which can result in loss of tail rotor drive, accomplish the following:

1. Inspect the aircraft log books or the long tail rotor drive shaft and determine if any blind rivets are fitted to the tail rotor drive shaft per the instructions in Eurocopter Deutschland ASB MBB BK117 C-2-65A-003 dated 04 May 2009.
<u>If any blind rivets are found fitted</u> to the long tail rotor drive shaft, accomplish requirement 2 of this AD. If no blind rivets are fitted to the long tail rotor drive shaft then no further AD action is required.

2. Replace the affected tail rotor drive shaft with a serviceable part per the instructions in ASB MBB BK 117 C-2-65A-003.

3. <u>Do not repair</u> any long tail rotor drive shafts per the instructions in Eurocopter Deutschland ECD MBB-BK 117 C-2 Aircraft Maintenance Manual chapter 65-11-00, 8-3, <u>and do not install</u> any long tail rotor drive shafts that have been repaired per the instructions in the MBB-BK 117 C-2 AMM Chapter 65-11-00, 8-3.
(EASA AD 2009-0119 refers)

Compliance:
1. Within the next 100 hours TIS.
2. Within the next 100 hours TIS after accomplishment of requirement 1 of this AD.
3. From 30 July 2009.

Effective Date: 30 July 2009

DCA/MBB117/23 Upper Control Bellcrank Assembly – Inspection

Applicability: Model MBB-BK 117 C-2 aircraft, all S/N

Requirement: To prevent the bellcrank bearing movement due to possible incorrect staking which could cause interference between the bolts connecting the control rods to Bellcrank-Q and Bellcrank-K, and result in reduced helicopter control, accomplish the following:

1. Inspect affected bearings for correct attachment and modify affected bellcrank assemblies per the instructions in Eurocopter Deutschland GmbH ASB MBB BK117 C-2-67A-011 revision 1, dated 23 February 2010 or later EASA approved revisions. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

2. Inspect the bellcrank levers per the instructions in ASB MBB BK117 C-2-67A-011. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before further flight.

3. Bellcranks or bellcrank assemblies held as spares delivered before 17 February 2010 shall not be fitted to any aircraft unless the inspection per the instructions in ASB MBB BK117 C-2-67A-011 has been accomplished. If any damaged or corroded parts are found replace affected parts per ASB MBB BK117 C-2-67A-011 before installation on an aircraft.

Note: The installation of replacement parts per the requirements of this AD and ASB MBB BK117 C-2-67A-011 is not a terminating action to the repetitive inspections specified in requirement 2 of this AD.
(EASA AD 2010-0045 2nd Correction refers)

Compliance:
1. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner.
2. Within the next 100 hours TIS or 29 May 2010 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS.
3. Within 100 hours TIS but not before accumulating 50 hours TIS after installation.

Effective Date: 29 April 2010

DCA/MBB117/24 Cancelled – EASA AD 2010-0058R1 refers

Effective Date: 7 April 2017

DCA/MBB117/25A Intermediate Gearbox Bevel Gear – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with an Intermediate Gearbox (IGB) bevel gear P/N 4639 310 065.

Note: This AD revised editorially to clarify the applicability with no change to the AD requirement.

Requirement: To prevent failure of the Intermediate Gearbox (IGB) bevel gear which can result in loss of aircraft control, accomplish the following:

1. Determine the S/N of the bevel gear P/N 4639 310 065 fitted in the aircraft IGB per Eurocopter Deutschland ASB MBB BK117 C-2-04A-005 revision 02, dated 28 April 2010 or later EASA approved revisions.

If the IGB is not fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005 no further action is required.

If the IGB is fitted with a bevel gear with a S/N listed in table 1 of ASB MBB BK117 C-2-04A-005, amend the aircraft maintenance programme with the reduced life limit per ASB MBB BK117 C-2-04A-005, and replace the affected bevel gear with a serviceable part before reaching the reduced life limit per the instructions in ECD ASB MBB BK117 C-2-04A-005.

If the IGB is fitted with an affected bevel gear which has already exceeded the reduced life limit, replace the affected bevel gear with a serviceable part per ASB MBB BK117 C-2-04A-005 before further flight.

2. A bevel gear P/N 4639 310 065 with an affected S/N listed in table 1 of ECD ASB MBB BK117 C-2-04A-005 shall not be fitted to any aircraft unless the requirements of this AD have been accomplished.
(EASA AD 2010-0096 refers)

Compliance: 1. By 26 September 2010.
2. From 26 August 2010.

Effective Date: DCA/MBB117/25 - 24 June 2010
DCA/MBB117/25A - 26 August 2010

DCA/MBB117/26A Instrument Control Panel – Flight Limitation, Placard and Modification

Applicability: Model MBB-BK117 C-2 aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/MBB117/26. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

Requirement: To prevent unintentional turning of BARO rotary knobs on certain Instrument Control Panels (ICP) due to insufficient turn resistance which can result in erroneous altitude information and increase the risk of flight into terrain during IFR operation, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the ICP P/N C19269AA installed on the aircraft.

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB MBB BK117 C-2-31A-041, or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD.

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB MBB BK117 C-2-31A-041 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

Note 2: ICP P/N C19269AA with S/N E2401 through to E2999 have been modified by ECD per the requirements of this AD prior to installation on an aircraft, or prior to despatch as a replacement unit. The ICP manufacturer (Thale) has informed ECD that ICP units from S/N E3000 onwards have been embodied with modification standard 'Amdt. C' at production. Existing units can be returned to Thales for modification to this standard.

Note 3: Eurocopter Deutschland GmbH (ECD) ASB MBB BK117 C-2-31A-041 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2010-0207R1 refers)

Compliance: 1. By 23 October 2010 (ten days after the effective date of DCA/MBB117/26).
2. By 13 December 2010 (two months after the effective date of DCA/MBB117/26).
3. From 13 October 2010 (the effective date of DCA/MBB117/26).

Effective Date: DCA/MBB117/26 - 13 October 2010
DCA/MBB117/26A - 30 June 2011

DCA/MBB117/27 Cancelled – DCA/MBB117/34 refers

Effective Date: 29 September 2011

DCA/MBB117/28 Main Rotor Controls – Inspection

Applicability: Model MBB-BK 117 C-2 helicopters, all S/N.

Requirement: To prevent incorrect rigging resulting in impaired freedom of movement of the upper main rotor controls with reduced helicopter control, accomplish the following:

1. Revise the AFM and introduce the following text into section 5.1.9 Performance of the AFM.

”For hover out of ground effect in density altitudes up to 7000 ft, controllability has been demonstrated for winds up to 30 kts, except for winds from the rightrear side, where 20 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.
For hover out of ground effect in density altitudes above 7000ft, controllability has also been demonstrated for winds up to 30 kts, except for winds from the right to the right-rear side, where 17 kts has been demonstrated, and except for winds from the left-rear side, where 12 kts has been demonstrated.”

Revise the AFM and introduce the the information in appendix 2 of EASA AD 2010-0248 into the AFM supplement 9.2-11 “External Hoist System”, as applicable.

Note 1: Requirement 1 of this AD may be accomplished by inserting a copy of appendices 1 and 2 of EASA AD 2010-0248 into the AFM.

2. Inspect the rigging of the power boosted section of the main rotor controls per the instructions in ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 or later EASA approved revisions.

If improper rigging is found, correct the rigging per the instructions in TR 12b dated 16 September 2010 of the MBB-BK117 C-2 AMM.

When the inspection and corrective actions per requirement 2 have been accomplished, remove the AFM changes introduced by requirement 1 of this AD.

3. Any scheduled or unscheduled rigging of the power boosted section of the main rotor controls must be accomplished per the instructions in TR 12b of the MBB-BK117 C-2 AMM.

Note 2: Compliance with requirements 3 of this AD can be accomplished by revising the Aircraft Maintenance Programme by incorporating the rigging instructions contained in ECD TR 12b of MBB BK117 C-2 AMM.

Note 3: ECD ASB MBB BK117 C-2-67A-012 dated 16 September 2010 and ECD MBB-BK117 C-2 AMM, TR 12b (pages attached to ECD ASB MBB BK117 C-2-67A-012) dated 16 September 2010 and later EASA approved revisions of these documents is acceptable for compliance with the requirements of this AD.
(EASA AD 2010-0248 refers)

Compliance: 1. By 23 January 2011.
2. Within the next 300 hours TIS or by 23 December 2011, whichever occurs sooner.
3. From 23 December 2010.

Effective Date: 23 December 2010

DCA/MBB117/29 Cancelled – DCA/MBB117/33 refers

Effective Date: 6 September 2011

DCA/MBB117/30 Autopilot Automatic Level-off Function – AFM Amendment

Applicability: MBB-BK117 C-2 helicopters, all S/N fitted with a Three-Axis Autopilot System.

Requirement: To prevent a condition which could result in the autopilot conducting a descent and level off below the minimum safety altitude, amend supplement 9.2-1 for the Automatic Flight Control System in the AFM with the flight manual pages in ECD Alert Service Bulletin (ASB) MBB BK117 C-2-22A-012 dated 20 December 2010 or later EASA approved revisions and inform the flight crew.
(EASA AD 2010-0270-E refers)

Compliance: Before the next IFR flight.

Effective Date: 27 January 2011

DCA/MBB117/31 Sliding Door Emergency Jettison System – Inspection

Applicability: Model MBB-BK117 C-2 helicopters, all S/N fitted with jettisonable sliding doors.

Requirement: To prevent unintended jettison of a sliding door during normal opening due to possible incorrect installation of the door guides and release cables which could result in loss of the door in flight, damage to the aircraft and/or loss of aircraft control, accomplish the following:

Inspect the sliding door installation, the door guides and the release mechanism per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

If any defects are found as described in ECD ASB MBB-BK117 C-2-52A-015 accomplish the applicable corrective actions per the instructions in ECD ASB MBB-BK117 C-2-52A-015.

Note: ECD ASB MBB BK117 C-2-52A-015 dated 26 April 2011 or later approved revisions is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0107 refers)

Compliance: Within the next 50 hours TIS or by 30 August 2011 whichever occurs sooner, and thereafter every time the door guides of jettisonable sliding doors are installed.

Effective Date: 30 June 2011

DCA/MBB117/32A Generator Control Unit – Inspection

Applicability: Model MBB-BK117 C-2 aircraft, all S/N.

Note: This AD revised to extend the AD compliance time for those aircraft embodied with the modification per ECD ASB MBB BK117 C-2-24A-008 revision 1, dated 29 August 2011.

Requirement: To prevent loss of generator electrical power due to a possible electrical short circuit in the Generator Control Unit (GCU), accomplish the following:

1. For helicopters 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
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

2022-0168 Integrated Modular Avionics, Ethernet Network - Inspection

Applicability: MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 31 August 2022

2022-0208 AFM Emergency and Malfunction Procedures - Amendment

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, S/N 20070, 21016 and onwards.

Effective Date: 25 October 2022

2022-0228 Horizontal Control Rods Bolts - Replacement

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all S/N.

Effective Date: 22 December 2022

2023-0006-E Swashplate Assembly - Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.

Effective Date: 16 January 2023

2023-0066 Hoist Boom Assembly - Inspection

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Effective Date: 7 April 2023

2023-0175 Altitude Correction – AFM Amendment

Applicability: MBB-BK117 D-2, D-2m, D-3 and D-3m helicopters, all S/N.

Effective Date: 26 October 2023

2023-0213 Cargo Hook Damper – Inspection

Applicability: MBB-BK117 C-2, D-2, D-3 and D-3m helicopters, all variants, all S/N.

Effective Date: 22 December 2023

2024-0107 Medical Equipment Support – Inspection

Applicability: MBB-BK117 D-2 and D-3 helicopters, all S/N if modified in accordance with EASA STC 10051018 up to revision 4 (inclusive).

Effective Date: 17 June 2024

2024-0131 Main Rotor Control Rods / Pitch Links Assemblies– Inspection

Applicability: MBB-BK117 C-2 and D-2 helicopters, all S/N.

Effective Date: 25 July 2024

2024-0222 (Correction)Equipment Rack Extension Support Rails – Modification

Applicability: MBB-BK117 C-2, all variants, all S/N, if embodied with EASA STC EASA.R.S.01506, EASA STC 10016765 Rev. 3 (previously STC EASA.IM.R.S.01096), EASA STC 10016793 Rev. 2 (previously STC EASA.IM.R.S.01143), EASA STC 10017157 Rev. 1 (previously STC EASA.R.S.01265), EASA STC 10030992 Rev. 3, EASA STC 10039944 Rev. 1 (previously STC FOCA.21J.004-SADD-2005-001, or STC LBA STC RC 1240), or EASA STC 10075050 (previously STC FOCA 25-20-95, or LBA STC RC 1231), or any earlier revision.

Effective Date: EASA AD 2024-0222 - 6 December 2024
EASA AD 2024-0222 (Correction) - 30 January 2025

2024-0237-E Tail Rotor Actuator – Inspection

Applicability: MBB-BK117 C-2 helicopters, all variants, all S/N.

Effective Date: 11 December 2024

2024-0249 Warning Unit Emergency Off Switches – Operational Check

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m, helicopters, all variants, all S/N.

Effective Date: 30 January 2025

2025-0027 Swashplate Inner and Outer Ring Bolts – Inspection

Applicability: MBB-BK117 D-3 and MBB-BK117 D-3m, helicopters, all S/N.

Effective Date: 27 February 2025

2025-0028 Main Rotor Head – Inspection

Applicability: MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all S/N.

Effective Date: 27 February 2025

2025-0029 Swashplate – Inspection

Applicability: MBB-BK117 D-3 and D-3m helicopters, all S/N.

Effective Date: 27 February 2025

2025-0051R1 Hoist – Replacement

Applicability: MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

2025-0055 Rescue Hoist Cable Drum – Inspection

Applicability: MBB-BK117 C-2 and MBB-BK117 D-2 helicopters, all variants, all S/N.

Affected Part: Rescue Hoist Assembly with P/N 44301-10-2, P/N 44301-10-4, P/N 44301-10-5, P/N 44301-10-6, P/N 44301-10-7, P/N 44301-10-10, P/N 44301-10-11, P/N 44301-10-12 or P/N 44301-10-13.

Effective Date: 27 March 2025

*** 2025-0153 Cargo Common Hook Beam – Modification**

Applicability: MBB-BK117 D-2 helicopters, all variants, all S/N.

Effective Date: 1 August 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 120 B

31 July 2025

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 120 B manufactured under EASA Type Certificate R.508 (previously DGAC TC No. 189).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/EC120/1B Cancelled – DCA/EC120/2 refers

DCA/EC120/2 Engine-to-Main Gear Box Coupling Assembly - Replacement

Applicability: Model EC120 B fitted with coupling tube assembly P/N C631A1002101 and the following engine support fitting components:

- Teflon spacer C714A 1010208,
- Black-colored spring washers, 10.2 x 28 TYPE-C,
- Blue-colored hinge yoke C714A 1010 212,
- Special washer C714A 1010 213.

Requirement: To prevent failure of the engine-to-main gearbox coupling, replace the coupling tube assembly P/N C631A1002101 with a reinforced assembly P/N C631A1101101 and a new engine support fitting components per Eurocopter EC120 ASB 04A002.

The coupling tube assembly and the engine support fitting components listed in the applicability above are declared non-airworthy from 31 March 2000 and must not be fitted to any helicopter.
(DGAC AD 2000-058-003R1 refers)

Compliance: By 31 March 2000

Effective Date: 24 February 2000

DCA/EC120/3A Cancelled - DCA/EC120/10 refers

DCA/EC120/4B Cabin Sliding Door – Inspection

Applicability: EC120 B helicopters having a S/N below 1170, with a rail P/N C533C8102201 or C533C8102202 or C533C8103201 or C533C8103202 (rail not equipped with an end-of-travel anti-unhingement stop) and which have not complied with Eurocopter EC120 ASB 52A004 R1.

Requirement: To prevent in-flight separation of the cabin sliding door, accomplish the following:-

1. Adjust the cabin sliding door per Eurocopter EC120 ASB 05A005 R1. Flight with the cabin sliding door in the open position is forbidden if the adjustment does not ensure proper locking of the cabin door in the open position.

2. Modify the rear stop of the middle rail and add a stop to the front rail per paragraph 2B of Eurocopter EC120 ASB 52A004 R1.
(DGAC AD T2000-285-005R2 refers)

Compliance: 1. Before the next flight with the cabin sliding door in the open position or by 31 August 2000, whichever is the sooner. Also following each installation of a cabin sliding door.
2. By 30 June 2001

Effective Date: DCA/EC120/4A - 26 April 2001
DCA/EC120/4B - 28 June 2001

DCA/EC120/5 Flight Controls – Inspection

Applicability: EC120 B helicopters S/N 1001 through 1029.

To prevent failure of the flight controls, accomplish the following:-

1. Check the attachment of the bolted assembly of the torque tube per Eurocopter EC120 ASB 67A003. If the torque tube attachment bolts are equipped with a means of double locking, no further action is required.

2. If torque tube with single locking is found, check the tightness of the bolted assembly of the torque tube per paragraph 2.B.2 of ASB 67A003.

3. If torque tube with single locking is found, modify the torque tube attachments per paragraph 2.B.3 of ASB 67A003.
(DGAC AD 2001-373-008 refers)

Compliance: 1. Within next 50 hours TIS.
2. Within 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
3. Within 500 hours TIS or by 18 September 2003, whichever is the later.

Effective Date: 18 September 2001

DCA/EC120/6 Tail Rotor Gearbox - Inspection

Applicability: Model EC120 B equipped with the tail gearboxes P/N C652A0101051 or C652A0101052 with S/Ns M101 through M124, and M126.

Requirement: To detect binding in the tail rotor pitch change control rod, which may lead to loss of control of the helicopter, accomplish the following:-

Remove the tail rotor hub and the tail gearbox and measure the operating load of the pitch change control rod per Eurocopter ASB 04A001. If the measured load is less than 1.2 daN; (2.7 lbf) no further action is required. If the measured load is greater, replace gearbox with serviceable item.
(DGAC 1999-151-001R1 refers)

Compliance: Within 100 hours TIS or by 1 January 2002 whichever is the sooner.

Effective Date: 27 September 2001

DCA/EC120/7 Yaw Control – Installation of Protectors

Applicability: EC120 B helicopters having a S/N below 1279.

Requirement: To prevent controls becoming jammed by objects that slide between the canopy and the cabin floor, install front and side cabin floor protectors per Eurocopter ASB 67A005.
(DGAC 2001-386-007 refers)

Compliance: By 31 January 2001

Effective Date: 27 September 2001

DCA/EC120/8 HSI - Inspection

Applicability: EC120 version B helicopters equipped with HSI KI 525A.

Requirement: To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the part number of HSI KI 525A installed on aircraft. If the P/N is 066-3046-07, comply with Eurocopter EC120 Alert Telex No. 34A006.
(DGAC AD 2002-282-009 refers)

Compliance: Within 100 hours TIS or 28 July 2002, whichever occurs first.

Effective Date: 27 June 2002

DCA/EC120/9A Collective Control Lever Friction – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1343.

Requirement: To prevent possible binding of the collective pitch control lever in the full up position, and possible loss of aircraft control, accomplish the following:

1. Secure each pad and spherical bearing element to the collective pitch control lever, using adhesive, per the instructions in paragraph 2.B.2.a of Eurocopter Alert Service Bulletin (ASB) No. 67A009.

2. Subsequent to the modification in requirement 1, check the bonding quality per paragraph 2.B.2.b. of ASB 67A009.
(DGAC AD F-2002-606R1 refers)

Note: Before installing a replacement friction mechanism on an aircraft, comply with requirement 1, per the instructions in paragraph 2.B.2.a of ASB 67A009 and reinspect as required by requirement 2, per paragraph 2.B.2.b. of ASB 67A009.

Compliance: 1. Within 100 hours TIS, or by 31 March 2006, whichever occurs first, unless already accomplished.

2. Reinspect within 100 hours TIS, or 13 months following compliance with requirement 1, whichever occurs sooner.

Effective Date: DCA/EC120/9 - 19 December 2002
DCA/EC120/9A - 22 December 2005

DCA/EC120/10 Engine to MGB Coupling – Inspection

Applicability: Model EC120 B helicopters fitted with engine-to-MGB coupling tube assembly P/N C631A1101101, and fitted with the engine mount comprising the parts indicated in paragraph 1.A. of Eurocopter EC120 ASB No. 04A005.

Requirement: To prevent failure of the engine to MGB coupling accomplish the following:

1. Perform a visual inspection for cracking of the cylindrical body of the coupling tube on both sides of the MGB coupling tube attachment fitting, in accordance with paragraph 2.B. of Eurocopter ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For aircraft not modified per SB No. 71.003, the service life limit of the coupling tubes specified above is 1,000 hours TSN.

2. Inspect the engine mount base per the instructions given in paragraph 2.B. of Eurocopter ASB No. 04A005.

3. Remove from service, those parts referenced in paragraph 1.A. of Eurocopter ASB No. 04A005.

4. Aircraft fitted with an engine mount block modified as per Eurocopter EC120 SB No. 71.003 or with S/N equal to or higher than 1170, visually check the condition of the coupling tube in accordance with paragraph 2.B. of Revision 2 of ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For these aircraft with modified engine mount blocks, the service life limit of the coupling tubes referenced above is 20,000 flight hours.
(DGAC AD 2003-325 refers)

Compliance:
1. Prior to the next flight and thereafter at each check after the last flight of the day, without exceeding 5 flight hours.
2. At the next scheduled inspection and at the latest by June 30, 2004.
3. By 30 June 2004.
4. Within 25 hours TIS, thereafter at intervals not to exceed 25 hoursTIS.

Effective Date: 30 October 2003

DCA/EC120/11A Flight Control Stops – Inspection

Applicability: Model EC120 B aircraft delivered prior to 30 June 2003

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC120 ASB 67A010 revision 2 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A010.
(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC120/11 - 30 October 2003
DCA/EC120/11A - 28 July 2005

DCA/EC120/12B Tail Rotor Drive Shaft – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1362.

Requirement: To prevent possible tail rotor drive shaft failure, check the position of the two tail rotor drive shaft damper half-clamps in relation to the friction ring per paragraph 2.B of Eurocopter Alert Service Bulletin 65A004.
If the two damper half-clamps are not entirely on the friction ring, reposition the tail rotor drive shaft damper per rework sheet EC120-53-02-04.
(DGAC AD F-2003-465R2 refers)

Compliance: At 500 hours TTIS or within next 50 hours TIS, whichever is the later, unless already accomplished IAW DCA/EC120/12A.

Effective Date: DCA/EC120/12 - 30 December 2003
DCA/EC120/12A - 28 July 2005
DCA/EC120/12B - 29 September 2005

DCA/EC120/13 Cancelled – DCA/EC120/15 refers

Effective Date: 30 June 2005

DCA/EC120/14 Cancelled – DCA/EC120/21 refers

Effective Date: 30 August 2007

DCA/EC120/15 Collective Torque Tube Assembly – Inspection

Applicability: Model EC120 B aircraft, all S/Ns through 1382, with RH or LH pilot configuration, and fitted with RH collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204.

Requirement: To prevent the failure of the RH collective lever-to-torque tube connecting part, inspect the connecting part for cracks and check the tightening torque of the connecting part attachment bolts, per the instructions specified in paragraph 2.B.2 of Eurocopter ASB 67A014. If the tightening torque load of the connecting part attachment bolts is above the specified limit of 8 Nm, or if a crack is detected in the connecting part, replace the affected connecting part before further flight, per the instructions specified in paragraphs 2.B.3.a. and 2.B.3.b. of ASB 67A014.
(DGAC AD F-2005-086 refers)

Note 1: Compliance with Eurocopter EC120 SB 67-017 cancels the requirements of this AD.
Note 2: Aircraft S/Ns 1383 or above, are not affected by this AD.
Note 3: The use of collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204 are prohibited as from 30 April 2006.

Compliance: Within next 10 hours TIS.

Effective Date: 30 June 2005

DCA/EC120/16 MGB Input Flange Plug - Replacement

Applicability: EC120 B aircraft fitted with MGB Main Module S/N M516 and onward.

Requirement: To prevent the loss of the plug from the MGB input flange which could lead to loss of the MGB oil, replace the MGB input flange plug, per paragraph 2.B of Eurocopter EC120 Service Bulletin 63-010.
(NZ Occurrence 05/2294 refers)

Compliance: Within the next 100 hours TIS or by the 29 September 2006, whichever is the sooner.

Effective Date: 27 October 2005

DCA/EC120/17 Cyclic Stick Friction – Modification

Applicability: Model EC120 B helicopters, S/Ns all through 1385, and fitted with pilot cyclic sticks P/Ns C671A1007101, C671A1007102 or C671A1003102 and cyclic stick friction thrust washers P/N C671A1006201.

Requirement: To prevent the sudden restriction of the cyclic stick travel in flight when retrimming the cyclic stick, accomplish the following:

1. For helicopters fitted with pilot cyclic stick P/Ns C671A1007101 or PN C671A1007102, remove the pilot cyclic stick and replace the thrust washers, per the instructions in paragraph 2.B. of Eurocopter EC120 ASB No. 67A011, revision 1.

2. For helicopters equipped with pilot cyclic stick P/N C671A1003102, accomplish the instructions in paragraphs 2.B. and 2.C. of ASB No. 67A011.

Note 1: Pending compliance with this AD, do not fly without some friction applied to the pilot's cyclic stick.

Note 2: Before installing a cyclic stick held as spares, replace the washers and modify per the instructions given in paragraph 2.B.5. of ASB No. 67A011.
(DGAC AD F-2005-175 refers)

Compliance:
1. Within the next 550 hours TIS or 6 months, whichever is the sooner.
2. By 28 February 2005.

Effective Date: 1 December 2005

DCA/EC120/18 Cancelled – EASA AD 2023-0083 refers

(DGAC AD F-2006-040 refers)

Effective Date: 3 May 2023

DCA/EC120/19 Cancelled - DCA/EC120/20 refers

Effective Date: 28 September 2006

DCA/EC120/20 Cancelled – DCA/EC120/24 refers

Effective Date: 30 October 2008

DCA/EC120/21 EASA AD 2007-0211 cancelled on 23 September 2021

Note: DCA/EC120/21 adopted the requirements in EASA AD 2007-0211, which EASA cancelled on 23 September 2021. The AD was applicable to EC120 B aircraft, all S/N fitted with tail rotor drive shafts P/N C651A3102051 or C651A3102052.

Effective Date: 23 September 2021

DCA/EC120/22 Energy Absorbing Seats - Modification

Applicability: Model EC120 B aircraft, S/N all through 1523 not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the "energy-absorbing" system of the seats, which could cause injury to passengers or flight crew in the event of an emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A023.
(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC120/23 Cancelled – EASA AD 2016-0180 refers

Effective Date: 27 September 2016

DCA/EC120/24 Twist Grip Assembly – Inspection

Applicability: All model EC120 B aircraft, all S/N fitted with right hand (RH) twist grip P/N C761A2024101 with S/N 336 through to 338, 342 through to 353, 356 through to 364 and 367 through to 401 which do not have a letter "V" marked on the lever base, and P/N C761A2024102, C761A2024103 or C761A2024104 with S/N all through 417 which do not have a letter "V" marked on the lever base, or

Left hand (LH) twist grip P/N C761A2025102, C761A2025103 or C761A2025104 with S/N all through 381 which do not have a letter "V" marked on the lever base.

Note 1: This AD supersedes DCA/EC120/20. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the "FLIGHT" position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft on which Eurocopter EC120 SB No. 76-005 revision 0 has already been accomplished, identify and mark the collective lever per the instructions in paragraph 2.B.3. of ASB No. 76A005 revision 1.

2. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter "V" marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter "V" marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. Amend the limitations section of the AFM to include the following limitation: With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 2 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

3. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter "V" marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter "V" marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. Replace the drive tube per paragraph 2.B of ASB No. 76-005 revision 1, and remove the AFM amendment mandated by requirement 2 of this AD.

4. A twist grip with a P/N and S/N listed in requirement 3 of this AD shall not be fitted to any aircraft, unless the drive tube has been replaced and the collective lever

marked per the instructions in paragraphs 2.B.2. and 2.B.3. of ASB No. 76A005 revision 1.

5. A twist grip assembly P/N C761A2024102, C761A2024103 and C761A2024104 with S/N all through 417, and P/N C761A2025102 and C761A2025103 and C761A2025104 with S/N all through 381 on which SB No. 76-005 revision 1 has not been accomplished shall not be fitted to any aircraft unless the correct bonding strength of the control pinion on the pilot and co-pilot collective lever drive tubes have been checked per the instructions in paragraph 2.B.4 of ASB No. 76A006 revision 2. (EASA AD 2008-0185 refers)

Compliance:
1. By 30 July 2009.
2. By 30 November 2008.
3. Within the next 100 hours TIS or by 30 July 2009, whichever occurs sooner.
4. From 30 October 2008.
5. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC120/25 Cancelled – DCA/EC120/28 refers

Effective Date: 27 October 2011

DCA/EC120/26A Cancelled – EASA AD 2023-0083 refers

(EASA AD 2010-0026-E refers)

Effective Date: 3 May 2023

DCA/EC120/27 Electrical Power Emergency Switch – AFM Amendment and Modification

Applicability: Model EC120 B aircraft, S/N 1500, 1511 through to 1630, 1632, 1634 and 1636 fitted with an "EMER SW" switch.

Requirement: To prevent the "smoke in the cockpit/cargo" procedure described in the AFM not isolating the equipment electrical power supply due to possible cross-wiring at the "EMER SW" switch which could result in non-isolation of electrical equipment creating the risk of an uncontrolled electrical fire, accomplish the following:

1. Amend the AFM with the procedure in the appendix of Eurocopter Emergency ASB No EC120 No 24A012 dated 22 April 2010 or later EASA approved revisions.

2. Modify the “EMER SW” wiring and test per the instructions in paragraph 2.B of ASB EC120 No 24A012. Remove the AFM amendment introduced by requirement 1 of this AD.
(EASA AD 2010-0078-E refers)

Compliance:
1. Before further flight pending compliance with requirement 2 of this AD.
2. Within the next 15 hours TIS, or by 28 May 2010 whichever occurs sooner.

Effective Date: 28 April 2010

DCA/EC120/28 Emergency Flotation Gear – Inspection

Applicability: Model EC120 B aircraft, all S/N fitted with the following emergency flotation gear:

Left hand (LH) flotation gear P/N 215674-0 or 215674-1 or 215674-2 fitted with float P/N 215481-0, and
Right hand (RH) flotation gear P/N 215675-0 or 215675-1 or 215675-2 fitted with float P/N 215482-0.

Note 1: This AD supersedes DCA/EC120/25 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC120 ASB No. 05A011 dated 8 June 2009 or later

approved revisions. If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC120 ASB No. 05A011 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC120 ASB 25A026 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC120 ASB 25A026.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.
(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurrs later since 24 September 2009 (the effective date of DCA/EC120/25), and thereafter at intervals not to exceed 300 hours TIS.
2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.
3. From 27 October 2011.

Effective Date: 27 October 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2014-0167 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N, except those helicopters that are embodied with modification C008A0345065 in production.

Effective Date: 25 July 2014

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

FAA AD 2015-24-51 Cancelled - FAA AD 2017-06-11 refers

Effective Date: 8 May 2017

2016-0180 Emergency Flotation Gear LACU Pushbutton – Inspection

Applicability: EC120 B helicopters, all S/N.

Effective Date: 27 September 2016

FAA AD 2017-06-11 Air Conditioner STC SR00491DE – Inspection

Applicability: EC120B helicopters fitted with an Air Comm Corporation (Air Comm) air conditioning kit installed in accordance with STC No. SR00491DE, where the compressor is driven by a pulley installed aft of the rotor brake.

Effective Date: 8 May 2017

2018-0183 Tail Rotor Blades - Reduced Life Limitation

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 11 September 2018

2018-0186 Cancelled - EASA AD 2019-0139 refers

Effective Date: 27 June 2019

2019-0139 Cancelled - EASA AD 2021-0046 refers

Effective Date: 26 February 2021

2019-0272R1 Cancelled - EASA AD 2021-0069 refers

Effective Date: 25 March 2021

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 2 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 120 B helicopters, with a S/N which is less than or equal to 1673, except S/N 1596.

Effective Date: 13 May 2020

2020-0247 Cancelled by EASA AD 2020-0247-CN – Purpose fulfilled

Effective Date: EASA AD 2020-0247 – 26 November 2020
EASA AD 2020-0247-CN – 25 July 2024

2021-0015 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 28 January 2021

2021-0046 Cancelled – EASA AD 2023-0036 refers

Effective Date: 27 February 2023

2021-0069 Cancelled - EASA AD 2024-0209 refers

Effective Date: 11 November 2024

2021-0079 Tail Rotor Blades - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 31 March 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 6 April 2022

2023-0036 Main Rotor Hub Scissors / Attachment Bolts - Inspection

Applicability: EC 120 B helicopters, all S/ N.

Note: The repetitive inspections every 15 hours / 7 days in accordance with requirement (2) of EASA AD 2023-0036, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the main rotor hub scissors / attachment bolts and accomplish the corrective actions per EASA AD 2023-0036, before further flight.

Effective Date: 27 February 2023

2023-0083 Airworthiness Limitations

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 3 May 2023

2023-0166 Emergency Floatation System Supply Hose - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 8 September 2023

2024-0018 Indicating / Recording Systems Control Unit – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 25 January 2024

2024-0209 Tail Rotor Hub Body – Inspection

Applicability: EC 120 B helicopters, all S/N.

Note: An initial inspection of the tail rotor hub body per requirement (1) in EASA AD 2024-0209 must be accomplished by an aircraft maintenance engineer.

The 15-hour repetitive inspection per requirement (1) in EASA AD 2024-0209 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found in the tail rotor hub body during the repetitive inspections, then an aircraft maintenance engineer must inspect the tail rotor hub body and accomplish the corrective actions per EASA AD 2024-0209 before further flight.

Effective Date: 11 November 2024

2024-0243 Pilot Cyclic Stick Bonding Braid – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 27 December 2024

*** 2025-0159 Sliding Door Placards - Installation**

Applicability: EC 120 B helicopters, all S/N embodied with modification 0720257.

Effective Date: 7 August 2025

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

31 July 2025

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 130 B4 and EC 130 T2 manufactured under EASA Type Certificate No. R.008.
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

   The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

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

DCA/EC130/1 Hydraulic Fluid - Replacement

Applicability: Model EC 130B4 pre mod 073718

Requirement: The use of hydraulic fluid MIL-H-5606 (NATO code H-515) is prohibited for servo-controls on these aircraft.

1. To prevent replenishment with this fluid, modify the labels on the hydraulic reservoirs per para 2.B.1 of Eurocopter Alert Telex 29A001.

2. If MIL-H-5606 hydraulic fluid has been used on the aircraft, drain, and flush the hydraulic system before replenishing them with MIL-H-83282 hydraulic fluid per the instructions in para 2.B.2 of Telex 29A001.

(DGAC AD 2001-501-001(A) R1 refers)

Compliance: 1. Before next flight.

2. Within 50 hours TIS.

Effective Date: 28 November 2002

DCA/EC130/2 Starflex Bush - Inspection

Applicability: EC 130B4 equipped with 'Starflex' P/N 350A31.1916.00 prior to incorporation of mod 076221.

Requirement: 1. To detect bonding failure of the metal bush installed in each 'Starflex' arm end, inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush per para 2 of EC 130 Alert Telex 05A001 R2. If a gap is found, replace the starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) per para 2 of EC130 ASB 62A001.

(DGAC AD 2001-559-002(A)R3 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.

2. By 28 November 2002

Effective Date: 28 November 2002

DCA/EC130/3 HSI – Inspection

Applicability: EC130B4 equipped with HSI KI 525A

Requirement: To prevent navigational errors due to incorrect installation of the HSI KI 525A, P/N 066-3046-07, accomplish the following:

Check the P/N of the HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions of para 2.A.1 or 2.A.2 of EC130 Alert Telex 34A002 as appropriate to the aircraft installation.

(DGAC AD 2002-279-003(A) refers)

Compliance: Before further flight.

Effective Date: 28 November 2002

DCA/EC130/4 Hawker Pacific TRW-SAMM Main Servocontrols - Removal

Applicability: Model EC130 B4 equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per EC 130 Alert Telex 67A001.

(DGAC AD 2002-316-004(A) refers)

Compliance: For servo controls with less than 1000 hours TTIS, replace within next 550 hours TIS or by 27 June 2003, whichever occurs first.
For servo controls with between 1000 and 1300 hours TTIS, replace before 1550 hours TTIS or by 28 March 2003, whichever occurs first.
For servo controls with 1300 or more hours TTIS, replace within next 250 hours TIS or by 28 December 2002, whichever occurs first.

Effective Date: 28 November 2002

DCA/EC130/5A Collective Friction – Modification and Inspection

Applicability: Model EC 130 B4 aircraft not embodied with modification 07-3791.

Note: No action required if already in compliance with DCA/EC130/5. The applicability of this AD revised to exclude those aircraft embodied with modification 07-3791.

Requirement: To prevent possible binding of the collective in the full up position and possible loss of aircraft control accomplish the following:

1. Secure each pad and spherical bearing element to the lever using adhesive per paragraph 2.B.1 of Eurocopter EC 130 ASB No. 67A003 dated 25 November 2004.

2. Subsequent to the modification in requirement 1, reinspect per paragraph 2.B.2 of ASB No. 67A003 to check the bonding quality.

(DGAC AD 2002-607R1 refers)

Compliance: 1. Within 100 hours TIS or by 27 February 2009 whichever occurs first, unless previously accomplished.

2. Reinspect within 100 hours TIS or 13 months following compliance with requirement 1 whichever occurs first, unless previously accomplished.

Effective Date: DCA/EC130/5 - 19 December 2002
DCA/EC130/5A - 27 November 2008

DCA/EC130/6 Air Intake Cowling Attachment Fittings - Inspection

Applicability: Model EC 130B4 equipped with air intake cowling attachment fittings 350A25-0405-00, -01, -02, -03, -04, -05.

Requirement: To prevent loss of air intake cowling in flight, accomplish the following:-

Visually check the condition of the two forward fittings per Eurocopter ASB EC 130 53A004. If one or two forward fittings are failed or cracked, check the condition of the centre and aft fittings. If any fittings are failed, replace them before further flight.

If one or more, (forward, centre or aft) fittings are cracked:
Before further flight, replace each cracked fitting if it has more than 2 cracks or a single crack that is longer than 10 mm.

A cracked fitting which has 1 or 2 cracks or a single crack equal to or less than 10 mm in length, may remain in service after stopping the crack(s). Repetitive inspections are required at intervals not to exceed 20 hours TIS.

(DGAC AD U2003-358(A) refers)

Compliance: At 100 hours TTIS or within next 10 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 20 September 2003

DCA/EC130/7A Flight Control Stops – Inspection and Modification

Applicability: Model EC130 B4 aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC130 ASB 67A004 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A004.

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC130/7 - 18 December 2003
DCA/EC130/7A - 28 July 2005

DCA/EC130/8A Fuel Transfer Line – Inspection and Rework

Applicability: Model EC130 B4 fitted with an engine flush system.

Note 1: The applicability of this AD revised to only include those aircraft fitted with the optional engine flush system.

Requirement: To prevent chafing damage between the fuel transfer line and the air bleed valve exhaust duct, inspect the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area per the instructions in paragraph 2.B.1 of Eurocopter EC 130 ASB No. 71A001.

If any wear marks are found accomplish the following:

If the wear marks are less than or equal to 0.05 mm, accomplish the maintenance procedure defined in the Engine Maintenance Manual.

If the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 hours TIS or within one month whichever occurs sooner.

If the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line before further flight.

If insufficient clearance is found between the fuel transfer line and the air bleed valve exhaust duct, reposition the air exhaust duct per paragraph 2.B.2 of ASB No. 71A001 before further flight.

If the exhaust duct is found perforated, replace the duct before performing an engine flush.

Note 2: Position the air exhaust duct per paragraph 2.B.2 of of ASB No. 71A001 whenever a air bleed valve exhaust duct if fitted, or whenever work is carried out on a duct.

(DGAC AD F-2003-209 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter whenever work is performed on the air bleed valve exhaust duct.

Effective Date: DCA/EC130/8 - 18 December 2003
DCA/EC130/8A - 27 August 2009

DCA/EC130/9 Fuel Bleed Lever - Modification

Applicability: EC 130 B4 helicopters pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever in compliance with Eurocopter EC 130 Alert Service Bulletin No. 28A001.

(DGAC AD F-2004-034 refers)

Compliance: Within 100 hours TIS

Effective Date: 25 March 2004

DCA/EC130/10C Cabin Vibration Damper Assemblies – Inspection and Modification

Applicability: All model EC 130 B4 aircraft fitted with all P/N cabin vibration damper blades with MOD 073565 not embodied.

Requirement: To prevent failure of the blades of the cabin vibration damper assemblies, which could lead to the jamming of the flight controls bellcrank, accomplish the following:

1. Inspect the visible areas of the blades of each of the cabin vibration damper assemblies which are installed on both the RH and LH sides of the aircraft for cracks, per Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A002.

Replace cracked blades per EC 130 ASB No. 05A002, before further flight.

Note 1: After blade replacement, continue inspecting the blades for cracks, per EC 130 ASB 05A002 at every daily post flight inspection, until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

2. For aircraft with MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007) not embodied:

Install a vibration damper/casing assembly on the RH and LH side of the helicopter, per the instructions in paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 53A008.

3. For aircraft with MOD 073521 (SB No. 53-006) embodied or with MOD 073525 (SB No. 53-007) embodied:

Install a vibration damper/casing assembly on the RH and LH side of the aircraft, per the instructions in paragraphs 2.B.1, 2.B.3. and 2.B.5. of ASB No. 53A008.

(EASA AD 2006-0278 refers)

Compliance: 1. At every daily post flight inspection.

Note 2: Compliance with requirement 1 of this AD maybe accomplished by adding the daily post flight inspection to the tech log.

2. & 3. By 31 March 2007.

Effective Date: DCA/EC130/10A - 28 July 2005
DCA/EC130/10B - 29 September 2005
DCA/EC130/10C - 28 September 2006

DCA/EC130/11A Engine Twist Grip Control – Inspection and Modification

Applicability: All model EC 130B4 aircraft fitted with twist grips with MOD 073773 not embodied.

Requirement: To prevent the twist grip assembly jamming in the idle position, accomplish the following:

1. Inspect and functionally check the twist grip assembly, per the instructions in paragraph 2.B.2. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A003.

2. Modify the twist grip assemblies per paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A009.

(EASA 2006-0272 refers)

Note 1: Every time work is carried out in the area of the twist grip assembly, which may lead to ingress of foreign objects (e.g. chips), accomplish the instructions per paragraph 2.B.2. of ASB No. 05A003.

Note 2: Accomplishment of requirement 2 is a terminating action to the requirements of this AD.

Note 3: Before installing twist grip assemblies held as spares, accomplish the instructions in paragraph 2.B.6. of ASB No. 67A009.

Compliance: 1. Within the next 30 hours TIS, unless already accomplished within the last 100 hours TIS, and thereafter at intervals not exceeding 100 hours TIS.

2. By 31 December 2006.

Effective Date: DCA/EC130/11 - 29 September 2005
DCA/EC130/11A - 28 September 2006

DCA/EC130/12 Lateral Cargo Hold Doors – Operation

Applicability: Model EC 130 B4 helicopters fitted with one or two lateral cargo hold doors and not modified per MOD 073542.

Requirement: To prevent the loss of the cargo hold doors in flight, due to aerodynamic loads and the center lock of the cargo hold doors being unlocked, key-lock the center lock of the right and left lateral cargo hold doors, per the instructions given in paragraph 1.E.2.a. of Eurocopter EC 130 Alert Service Bulletin No. 04A001.

(DGAC AD F-2004-066 R1 refers)

Note 1: The embodiment of MOD 073542 (i.e. compliance with Eurocopter EC 130 SB No. 52-005) on both lateral cargo hold doors, is a terminating action to the requirements of this AD.

Compliance: Before every flight.

Note 2: Certify AD compliance at time of raising tech log or equivalent.

Effective Date: 1 December 2005

DCA/EC130/13 Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement

Applicability: All EC 130 B4 aircraft delivered before 01 January 2005.

Requirement: To detect loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, iinspect the tube-to-flange attachment of the tail rotor drive center section shaft for cracks and loose rivets, per the instructions given in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) Bulletin No. 65A002.

Check the perpendicularity of the No. 1 bearing, per the instructions given in paragraph 2.B. of ASB 65A002.

If a crack or loose rivet is found, replace the tail rotor drive center section shaft, prior further flight.

If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure per paragraph 2.B.2. of ASB 65A002.
(DGAC AD F-2005-190 refers)

Compliance: Within 50 hours TIS or by 22 March 2006, whichever is the sooner.

Effective Date: 22 December 2005

DCA/EC130/14A Battery Overheat Sensing Circuit - Modification

Applicability: All model EC 130 B4 aircraft which do not have MOD 07 3572 embodied.

Requirement: To prevent fire in the event of thermal runaway of the battery, due to the battery overheat sensing function failing to operate, modify the wiring of the battery overheat sensing circuit, per paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 24A001.
(EASA 2006-0246 refers)

Note: This modification to the wiring of the battery overheat sensing circuit is to be embodied irrespective whether the battery is located in the RH side baggage hold or the tail boom.

Compliance: Within the next 100 hours TIS or by 31 October 2006, whichever is the sooner.

Effective Date: DCA/EC130/14 - 30 March 2006
DCA/EC130/14A - 28 September 2006

DCA/EC130/15 Cancelled – DCA/EC130/21 refers

Effective Date: 30 October 2008

DCA/EC130/16 Starter Generator – Load Limitation

Applicability: Model EC 130 B4 aircraft fitted with APC 200 A starter generators P/N 200SGL130Q and not embodied with MOD 073345.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the current draw for APC 200 A starter generators is limited to 180 Amp.

Install a label indicating this load limitation on the instrument panel below the VEMD, per the instructions in paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin No. 04A002.
(EASA AD 2006-0337 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

DCA/EC130/17A Emergency Flotation Gear Electrical Harnesses – Inspection & Modification

Applicability: Model EC 130 B4 aircraft, all S/Ns embodied with MOD 073774 and not embodied with MOD 073591 (drawing 350A085340).

Note 1: This AD revised to clarify the applicability with no change to the AD requirement. This AD is not applicable to aircraft embodied with MOD 073591 (drawing 350A085340). MOD 073774 introduces screws and nuts in lieu of blind nuts for the attachment of the lower fairings and drawing 350A085342 is a temporary solution to ensure there is no interference between the electrical harness and the ends of the attachment screws.

Requirement: To prevent the lower fairing structure attachment screws interfering with the electrical harnesses and possibly causing short circuits and resulting in the inflation of the emergency floatation gear, accomplish the following:

1. Aircraft not embodied with drawing 350A085342:

Inspect the condition of the electrical harnesses and their attachment, and accomplish the corrective actions, as required per the instructions in paragraphs 2.B.1 through to 2.B.3 (drawing 350A085342) and 2.B.5 of Eurocopter EC 130 B4 ASB No. 88A001 revision 1 dated 17 April 2007 or later approved revisions.

2. All affected aircraft:

Inspect the condition of the electrical harnesses and accomplish the corrective actions per paragraphs 2.B.1., 2.B.2.a., 2.B.4. (MOD 073591 and drawing 350A085340) and paragraph 2.B.5. of ASB No. 88A001.

(EASA AD 2006-0344R1 refers)

Note 2: Accomplishing requirement 2 is a terminating action to this AD.

Note 3: Eurocopter EC 130 B4 ASB No. 88A001 pertains to drawings 350A085340 and 350A085342.

Compliance: 1. Within the next 10 hours TIS unless previously accomplished.

2. Within the next 500 hours TIS or by 25 September 2009, whichever occurs sooner.

Effective Date: DCA/EC130/17 - 22 November 2006
DCA/EC130/17A - 25 June 2009

DCA/EC130/18 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model EC 130 B4 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A010.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/EC130/19A Cancelled – DCA/EC130/27 refers

Effective Date: 23 December 2010

DCA/EC130/20 Energy Absorbing Seats - Modification

Applicability: Model EC 130 B4 aircraft, all S/N not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A025.

(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC130/21 Twist Grip Assembly – Inspection and Replacement

Applicability: All model EC 130 B4 aircraft, all S/N fitted with a twist grip assembly on the pilot side with P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N all through 10 and 22 all through 66, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter "V" on the lever base.

Note 1: This AD supersedes DCA/EC130/15. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the "FLIGHT" position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter "V" on the lever base:

Amend the limitations section of the AFM to include the following limitation:

With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 1 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

2. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter "V" on the lever base:

Replace the drive tube and mark the collective lever per the instructions in paragraph 2.B. of Eurocopter EC 130 ASB No. 76A002 or later approved revisions, and remove the AFM amendment mandated by requirement 1.

3. A twist grip assembly P/N 350A27521201 with S/N 11 through to 21 which does not have a letter "V" on the lever shall not be fitted to any aircraft unless the drive tube is replaced and the collective lever marked per the instructions in paragraphs 2.B.2 and 2.B.3 of ASB No. 76A002.

4. A twist grip assembly P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63 shall not be fitted on the pilot side of any aircraft, and a twist grip assembly P/N 350A27521201 with S/N all through 10 and 22 all through 66 shall not be fitted on the co-pilot side of any aircraft unless the bonding between the control pinion and the drive tube has been checked per paragraph 2.B.3. of Eurocopter EC 130 ASB No. 76A001 revision 1 or later approved revisions.

(EASA AD 2008-0184 refers)

Compliance: 1. By 30 November 2008.

2. Within 100 hours TIS or 30 July 2009 whichever occurs sooner.

3. From 30 October 2008.

4. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC130/22 Cancelled – DCA/EC130/23 refers

Effective Date: 4 March 2009

DCA/EC130/23 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model EC 130 B4 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a "004" mark on the data plate.

Note: This AD supersedes DCA/EC130/22 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

Requirement: To prevent failure of the 41 tooth pinion in the engine accessory gear box due to an inoperative starter generator torque damping system which could result in loss of engine power, accomplish the following:

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter EC130 ASB No. 80A003 revision 1 dated 06 February 2009 or later approved revisions.

2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per EC130 ASB No. 80A003.

(EASA AD 2009-0027 refers)

Compliance: 1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.

2. From 4 March 2009.

Effective Date: 4 March 2009

DCA/EC130/24 Cancelled – DCA/EC130/29 refers

Effective Date: 27 October 2011

DCA/EC130/25 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/EC130/26 Emergency Flotation Gear Wiring – Inspection, Rework and Modification

Applicability: Model EC 130 B4 helicopters, all S/N delivered before 15 April 2010 and fitted with a flotation gear unit "1G", P/N 350A63256300.

Requirement: To prevent uncontrolled in-flight deployment of the emergency flotation gear which could result in an aircraft pitch down attitude, unexpected aircraft deceleration and reduced aircraft control, accomplish the following:

1. Visually inspect the flotation gear unit “1G” to determine whether the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix per the instructions in paragraph 2.B.3.a. of Eurocopter EC130 ASB No 25A037 dated 27 April 2010 or later EASA approved revisions.

If the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix determine whether a rubber extrusion is fitted on the stringer per the instructions in paragraph 2.B.3.a. of the ASB before further flight. If a rubber extrusion is not found fitted accomplish requirement 2 of this AD.

If the flotation gear unit P/N 350A63256300 does not have an asterisk (*) suffix accomplish requirement 3 of this AD before further flight.

2. For flotation gear units P/N 350A63256300 that have an asterisk (*) suffix and do not have a rubber extrusion fitted:

Install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

3. For flotation gear units P/N 350A63256300 that do not have an asterisk (*) suffix:

Inspect the internal condition of the flotation gear unit “1G” per the instructions in paragraph 2.B.3.b. of the ASB and accomplish corrective actions as required.

4. Install a manufacturer approved flotation gear unit “1G” per the instructions in paragraph 2.B.2.a of ASB No 25A037, install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

5. A flotation gear unit "1G", P/N 350A63256300 shall not be fitted to any aircraft unless it has been identified, modified and reconditioned per the requirements in this AD.

(EASA AD 2010-0088-E refers)

Compliance: 1. Within the next 15 hours TIS.

2. By 10 August 2010.

3. Before further flight after requirement 1 is accomplished, and thereafter analyse the results and perform the relevant corrective actions, either once or repetitively as required, per the criteria and the compliance times specified in the flow chart on page 4 of ASB No 25A037. Note: Page 4 of ASB No 25A037 provides the interpretation of results after compliance with the instructions given in paragraph 2.B.3.b. of ASB No 25A037.

4. By 10 January 2010 unless previously accomplished per requirement 3 of this AD.

5. From 10 May 2010.

Effective Date: 10 May 2010

DCA/EC130/27A Centre Windscreen – AFM Amendment and Replacement

Applicability: Model EC 130 B4 helicopters, all S/N not embodied with Eurocopter MOD 07 3590 approved 8 April 2009.

Affected centre windshield panels are P/N 350A259025.00, 350A259004.00 and 350A259041.20. These panels do not have MOD 07 3590 embodied.

Note 1: No AD action required for aircraft fitted with centre windshield panel P/N 350A259045.20 (MOD 07 3590). DCA/EC130/27A revised to introduce CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 which has been revised to introduce MOD 07 3590 as a terminating action for the limitations specified in the supplement. The supplement is applicable to aircraft not embodied with MOD 07 3590.

Requirement: To prevent failure of the centre windshield panel in flight, accomplish the following:

1. Amend the limitations section of the EC 130 B4 AFM (AIR 2782) and insert the CAA AFM supplement 'Centre Windshield Inspection Requirements' dated 28 July 2011 facing page 2-ii. Compliance with the limitations section is mandatory.

2. Replace the centre windshield panel with P/N 350A259045.20 per the instructions in paragraph 2.B.3 of the Eurocopter EC130 B4 ASB No. 05A005 revision 2, dated 22 November 2010 or later approved revisions, and remove the placard and the AFM amendment introduced by requirement 1 of this AD.

Note 2: The replacement of the centre windshield panel with P/N 350A259045.20 is a terminating action for the AFM limitations and repetitive inspections introduced by requirements 1 of this AD.

(EASA AD 2010-0258 refers)

Compliance: 1. Before further flight for aircraft not embodied with Eurocopter MOD 07 3590.

2. If centre windshield distortion is detected in flight, replace within the next 50 hours TIS, or within the next 15 days whichever occurs sooner.

Effective Date: DCA/EC130/27 - 23 December 2010
DCA/EC130/27A - 28 July 2011

DCA/EC130/28 Cancelled – EASA AD 2014-0114-E refers

Effective Date: 12 May 2014

DCA/EC130/29 Emergency Flotation Gear – Inspection and Modification

Applicability: Model EC 130 B4 aircraft, all S/N fitted with the following emergency flotation gear:

Left hand (LH) flotation gear P/N 217227-0 fitted with float P/N 217174-0, and

Right hand (RH) flotation gear P/N 217228-0 fitted with float P/N 217195-0.

Note 1: This AD supersedes DCA/EC130/24 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC 130 ASB No. 05A008 dated 8 June 2009 or later approved revisions.

If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC 130 ASB No. 05A008 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC130 ASB 25A042 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC130 ASB 25A042.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.

(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurrs later since 24 September 2009 (the effective date of DCA/EC130/24), and thereafter at intervals not to exceed 300 hours TIS.

2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.

3. From 27 October 2011.

Effective Date: 27 October 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0061 Cancelled – EASA AD 2013-0191-E refers

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2013-0191-E Cancelled – EASA AD 2017-0052 refers

Effective Date: 7 April 2017

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with modification (mod) 073880 or mod 074609 (Reinforcement of the tail boom/Fenestron junction), or mod 074775 (Reinforcement of the Fenestron frame by installing 4 carbon patches), and those helicopters which have been repaired in accordance with Repair Design Approval Sheet No. 350 53 522 07, or 350 53 521 10, or 350 53 524 10, or 350 53 525 10, or 350 53 526 10, or 350 53 511 11, or 350 53 512 11, or 350 53 523 11, or 350 53 504 12, or AE11-0205, or AE11-0380.

Note: Tail boom assembly S/N TB 7377 is not affected by this AD.

Effective Date: EASA AD 2014-0114 - 12 May 2014
EASA AD 2014-0114R1 - 1 June 2016
EASA AD 2014-0114R2 - 31 May 2018

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: EC130 B4 and T2 helicopters, all S/N fitted with a swashplate assembly comprising a rotating star with P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07 or 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0145R1 Cancelled – EASA AD 2015-0033-E refers

Effective Date: 26 February 2015

2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection

Applicability: EC130 T2 helicopters, all S/N except those helicopters embodied with modification (MOD) 074547 in production.

Effective Date: 2014-0229 - 22 October 2014
2014-0229R1 - 19 January 2016

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

2015-0033R1 Cancelled – EASA AD 2016-0240 refers

Effective Date: 9 December 2016

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2016-0023 Main Gearbox Casings – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with a main gearbox (MGB) main casing P/N 350A32-3156-21 (fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (fitted on assembly 350A32-3156-02), or fitted with a MGB bottom casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0240 Cancelled – EASA AD 2017-0066-E

Effective Date: 25 April 2017

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0062 Collective Pitch Control – Inspection

Applicability: EC 130 B4 and T2 helicopters, all S/N.

Effective Date: 25 April 2017

2017-0066-E Cancelled – EASA AD 2017-0080 refers

Effective Date: 19 May 2017

2017-0080 Cancelled – EASA AD 2018-0104 refers

Effective Date: 31 May 2018

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus modification (mod) 074775, or mod 074581.

Note: Since EASA AD 2018-0104R1 was issued, EASA has determined that the compliance time to embody the modification on affected helicopters can be extended by an additional 12 months.

Effective Date: EASA AD 2018-0104 - 31 May 2018
EASA AD 2018-0104R1 - 23 December 2021
EASA AD 2018-0104R2 - 22 December 2022

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0182 Tail Rotor Blade - Reduced Life Limitation

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 11 September 2018

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 October 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: EC130B4 helicopters fitted with an Air Comm air conditioning system P/N EC130-202-1, EC130-202-2, EC130-202-3, EC130-202-4, EC130-202-5, EC130-202-6, EC130- 202-7, or EC130-202-8.

Effective Date: 22 January 2019

2019-0001 Cancelled – EASA AD 2020-0069 refers

Effective Date: 7 April 2020

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection

Applicability: EC 130 T2 helicopters, all S/N having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 April 2020

2020-0069 Sliding Door Opening Mechanism – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 7 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with EC modification (MOD) 07 3796 or MOD 07 2921 in production.

Effective Date: 13 May 2020

2020-0187 Tail Rotor Blades – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 September 2020

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

Applicability: EC 130 T2 helicopters, all S/N fitted with an ARRIEL 2D engine.

Effective Date: 3 September 2021

2021-0216 Engine to MGB Coupling Shaft – Inspection

Applicability: EC 130 T2 helicopters, all S/N.

Effective Date: 7 October 2021

2021-0235-E Cancelled – EASA AD 2021-0283-E refers

Effective Date: 21 December 2021

2021-0283R1 Cancelled – EASA AD 2023-0028 refers

Effective Date: 15 February 2023

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N.

Effective Date: 6 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0150R1 Tail Rotor Blades - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: EASA AD 2022-0150 – 4 August 2022
EASA AD 2022-0150R1 – 25 July 2024

2022-0251-E Cancelled - EASA AD 2023-0190-E refers

Effective Date: 6 November 2023

2023-0028 Cancelled - EASA AD 2023-0214 refers

Effective Date: 21 December 2023

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0107 (Correction) Cargo Swing Frame - Inspection

Applicability: EC 130 B4 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N with a date of manufacture before 13 February 2023 as defined in EASA AD 2023-0127.

Effective Date: 11 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0166 Emergency Floatation System Supply Hose - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 8 September 2023

2023-0190R1 Cancelled - EASA AD 2024-0144 refers

Effective Date: 2 August 2024

2023-0187R1 Microswitches - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025

2023-0214 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 Airworthiness Limitations Section - Amendment**

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 31 July 2025

*** 2025-0159 Sliding Door Placards - Installation**

Applicability: EC 130 B4 helicopters, all S/N embodied with modification 0720257.

Effective Date: 7 August 2025

Airworthiness Directive Schedule

Helicopters

Bell 505 Series

31 July 2025

Notes:

1. This AD schedule is applicable to Bell 505 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-112.
2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the TC website at:
   Airworthiness Directives - Advanced Search (tc.gc.ca)

   FAA ADs can be obtained from the FAA website at:
   Dynamic Regulatory System (faa.gov)
4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk *

Contents

CF-2017-36 Engine Chip Detector – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65023, 65025 through to 65028, 65030 through to 65032, 65034 and 65036.

Effective Date: 29 December 2017

CF-2019-08 Cancelled – CF-2023-16 refers

Effective Date: 30 March 2023

CF-2019-28 Swashplate Assembly – Improperly Staked Bearings

Applicability: Bell 505 helicopters, S/N 65011 through to 65211.

Effective Date: 8 August 2019

CF-2019-35 Airframe Truss Clevis Lower Lug – Inspection

Applicability: Bell 505 helicopters, S/N 65011 and onwards.

Effective Date: 24 October 2019

CF-2021-05R3 Pilot Collective Stick and Grip Assembly – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65347.

Effective Date: CF-2021-05 - 23 February 2021
CF-2021-05R1 - 1 March 2021
CF-2021-05R2 - 8 March 2021
CF-2021-05R3 - 2 April 2021

FAA AD 2021-26-01 Stability Augmentation System and Autopilot – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65234 inclusive, 65236 through to 65348 inclusive, 65350 and 65352 through to 65359 inclusive, embodied with a S-TEC Corporation HeliSAS stability augmentation system and autopilot installed under STC SR09758DS.

Effective Date: 28 December 2021

CF-2022-62 Collective Lever and Swashplate Outer Ring – Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65412, 65414 through to 65416, 65419 through to 65426, 65428, 65430 and 65431.

Effective Date: 23 November 2022

CF-2023-16R1 Fuel and Control – AFM Limitations

Applicability: Bell 505 helicopters, S/N 65011 through to 65169 and 65171 through to 65300.

Effective Date: CF-2023-16 - 30 March 2023
CF-2023-16R1 - 2 August 2023

CF-2023-51 Fuel Drain Quick Disconnect Valve - Modification

Applicability: Bell 505 helicopters, S/N 65011 through to 65291, 65294 through to 65302, 65306, 65307, 65312, 65314 through to 65332, 65334 through to 65339, 65341 through to 65343, 65345 and 65346.

Effective Date: 27 July 2023

*** CF-2024-03 Cancelled - CF-2025-32 refers**

Effective Date: 16 July 2025

CF-2024-44 Wire Harness Chafing - Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65383, 65386, 65387, 65394, 65401, 65407, 65413, 65415 and 65430.

Effective Date: 30 January 2025

*** CF-2025-17 Cancelled - CF-2025-35 refers**

Effective Date: 18 July 2025

CF-2025-23 Oil Cooler Fan Assembly Housing Bracket - Inspection

Applicability: Bell 505 helicopters, S/N 65011 through to 65020 and 65022 through to 65027.

Effective Date: 7 May 2025

*** CF-2025-32 Vertical Stabiliser Top End Cap Assembly - Inspection**

Applicability: Bell 505 helicopters, S/N 65011 through 65490, 65492 through 65498, 65500 through 65505, 65507, 65509 through 65512, 65514 through 65545, 65548 through 65555, 65559, 65562, 65563 through 65568, 65570 through 65576, 65578 through 65580, 65582, 65584, 65585, 65587, 65593, 65594, 65597, 65599, 65603, 65611, 65614, and 65616.

Effective Date: 16 July 2025

*** CF-2025-34 Tail Rotor Pitch Link Assembly - Inspection**

Applicability: Bell 505 helicopters, S/N 65464, 65465, 65467 through 65471, 65473, 65477, 65481, 65483, 65485, 65487 through 65489, 65517, 65553, 65571, 65572, 65575, and 65578.

Effective Date: 31 July 2025

*** CF-2025-35 Aft Moveable Ballast Box Assembly Door Hinge - Inspection**

Applicability: Bell 505 helicopters, S/N 65011 and subsequent fitted with ballast kit P/N SLS-706-201-001.

Effective Date: 18 July 2025

Airworthiness Directive Schedule

Aircrafts

Diamond DA 40 Series

31 July 2025

Notes:

1. This AD schedule is applicable to the Diamond DA 40, DA 40 D, DA 40 F and DA 40 NG aircraft manufactured under Transport Canada Type Certificate A-224 (previously manufactured under EASA Type Certificate A.022).

   With effect from 15 November 2017 the design and continuing airworthiness responsibility for DA 40, DA 40 F, DA 40 D and DA 40 NG aircraft was transferred from Diamond Aircraft Industries GmbH of Austria and EASA, to Diamond Aircraft Industries Inc. and Transport Canada.

2. Transport Canada 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 Transport Canada website at: Airworthiness Directives - Advanced Search

   EASA ADs listed in this schedule 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/DIAMOND/1 Fuel Filter - Modification

Applicability: DA40D, S/N 40.080, 40.084, D4.001 through D4.020 and D4.037.

Requirement: To prevent the malfunctioning of a thermostat valve in the fuel filter assembly from causing a fuel vapor lock and in-flight power loss, modify fuel filter assembly and fuel return line per DAI MSB 40-023.
(Austrian AD No 115 refers)

Compliance: Before further flight.

Effective Date: 30 October 2003

DCA/DIAMOND/2 FADEC Wire Harness - Inspection

Applicability: DA40D S/Ns D4.020 thru D4.026, D4.041, D4.043 thru D4.045, D4.049, D4-056, D4.060 thru D4.064, D4.066, D4.067, and D4.078.

Requirement: The above aircraft may have an incorrect wire harness installation that can cause a short circuit leading to an in-flight engine shut down. The current flight manual emergency procedures do not contain the necessary measures to reset the FADEC and restart the engine. To avoid sudden loss of engine power, accomplish the following:
1. Insert a temporary revision into the flight manual in accordance with Diamond Aircraft Industries GmbH MSBD4-029.
2. Inspect FADEC wire harness in accordance with the above mentioned MSB.
(Austrian AD A-2004-002 refers)

Compliance:
1. Before further flight.
2. Within 50 hours TIS or 31 March 2004 whichever occurs first.

Effective Date: 26 February 2004

DCA/DIAMOND/3 Cancelled – DCA/DIAMOND/9 refers

Effective Date: 30 April 2009

DCA/DIAMOND/4A Fuel Selector Valve – Inspection

Applicability: DA40 aircraft, S/Ns 40.006 through 40.079, and 40.081 through 40.083, and 40.201 through 40.417 fitted with fuel shaft P/N D41-2823-20-00 Rev "-".

Requirement: To prevent universal joint failures between the fuel selector and the fuel valve, which might remain unrecognized by the pilot and could result in fuel starvation during flight and/or the unavailability of the emergency fuel shut-off function, inspect the universal joints of the fuel selector/fuel valve assembly, per Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 40-030/3. If any defects are found, replace the complete drive assembly per MSB No. MSB 40-030/3, prior to further flight.

Note 2: The installation of universal joints per MSB No. MSB 40-030/3 is a terminating action to the repetitive 50 hours TIS inspection. Thereafter inspections to be accomplished per Aircraft Maintenance Manual AMM-TR-MÄM-40-142/a.
(EASA AD 2006-0067 refers and supersedes Austrian AD A-2004-003)

Compliance: For aircraft with less than 200 hours TSN, within 50 hours TIS or by 25 April 2007, whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS until a modified universal joint has been fitted per MSB No. MSB 40-030/3.

For aircraft with more than 200 hours TSN, within the next 15 hours TIS or by 25 April 2007, whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS until a modified universal joint has been fitted per MSB No. MSB 40-030/3.

Effective Date: DCA/DIAMOND/4 - 30 March 2006
DCA/DIAMOND/4A - 25 January 2007

DCA/DIAMOND/5 Engine Fuel System Contamination – Inspection

Applicability: DA 40 aircraft fitted with Garmin G1000 EASA STC.IM.A.S.01023 (FAA STC SA01254WI) with less than 50 hours TTIS, S/Ns 40.448 through 40.673, excluding 40.538, 40.590, 40.641, 40.642, 40.644, 40.651, 40.654, 40.655 and 40.669.

Requirement: To prevent contamination of the fuel supply lines and indicating system possibly causing improper engine operation, or in flight engine failure, accomplish the instructions in Diamond Aircraft Industries Mandatory Service Bulletin MSB 40-048/2.
(EASA AD 2006-0295-E refers)

Compliance: Before further flight or by 31 January 2007, whichever is the sooner.

Effective Date: 30 November 2006

DCA/DIAMOND/6 Mixture Control Cable – Inspection

Applicability: DA40 aircraft, S/N 40.006 through to 40.020, 40.022 through to 40.027, 40.030, 40.031, 40.038 through to 40.040, 40.046, 40.047, 40.050, 40.052, 40.054, 40.055 and 40.057.

Requirement: To prevent failure of the crimp between the cable and connector due to possible poor crimp quality combined with high cable friction which could result in loss of mixture control, inspect the mixture cable per Diamond Aircraft Industries GmbH SB No. MSB40-012 dated 19 July 2002. If any defect is found or the quality of the crimp is suspect, replace the cable per SB No. MSB40-012 before further flight.
(Austrian AD 112 refers)

Compliance: Before further flight unless previously accomplished.

Effective Date: 30 April 2009

DCA/DIAMOND/7 Aileron/Flap Bellcrank and Rod Ends – Inspection

Applicability: DA 40 D aircraft, all S/N fitted with P/N DA4-2717-50-00 aileron bellcranks or P/N DA4-2757-30-00 flap bellcranks.

Note 1: DA 40 D aircraft with S/N 40.080, 40.084, D4.001 through to D4.188, D4.190 through to D4.261, D4.263 through to D4.317, D4.326 through to D4.329 and 40.DS001 through to 40.DS004 are known to have been delivered with P/N DA4-2717-50-00 aileron bellcranks, P/N DA4-2757-30-00 flap bellcranks and bent P/N DAI-9027-00-01 rod ends.

Requirement: To prevent failure of the aileron or flap control system due to possible chafing damage of control rods which could result in loss of aircraft control, accomplish the following:

1. Replace the aileron bellcrank P/N DA4-2717-50-00 with improved design aileron bellcrank P/N DA4-2717-50-00_01.
Replace the flap bellcrank P/N DA4-2757-30-00 with improved design flap bellcrank P/N D60-2757-30-00. If any bent rod ends are found, replace with straight parts per Diamond Aircraft Industries GmbH MSB No. D4-059 before further flight.

2. Aileron bellcranks P/N DA4-2717-50-00 and flap bellcranks P/N DA4-2757-30-00 or any bent rod ends shall not be fitted to any aircraft as replacement parts.

Note 2: Accomplish the requirements of this AD per Diamond Aircraft Industries GmbH MSB-D4-059 dated 14 February 2008 or MSB-D4-059/1 dated 31 March 2008 or later approved revisions.
(EASA AD 2008-0114 refers)

Compliance:
1. Within the next 200 hours TIS unless previously accomplished.
2. From 30 April 2009.

Effective Date: 30 April 2009

DCA/DIAMOND/8 Upper Wing Skin-to-Main Spar Adhesive Joint – Inspection

Applicability: DA 40 aircraft, S/N 40.377, 40.420, 40.422, 40.644 through to 40.693, 40.695 through to 40.842, 40.844, 40.846 through to 40.887, 40.889 through to 40.912, 40.915 through to 40.917, 40.919 through to 40.929, 40.931, 40.932, 40.934 through to 40.940, 40.944 through to 40.949, 40.951 through to 40.953, 40.955 through to 40.957, 40.961, 40.964 and 40.971.

DA 40 F aircraft, S/N 40.FC007 through to 40.FC029.

Requirement: A number of wings manufactured by Diamond Aircraft Industries Inc. in Canada have been found with voids in the adhesive joint between the main spar caps and the upper wing skins. The available information indicates that wings with voids within established criteria continue to meet the certification design limits.

To determine whether the voids in the adhesive joint between the main spar caps and the upper wing skin are within established criteria, inspect the adhesive joint per Diamond Aircraft Industries GmbH MSB-40-060 / MSBF4-016 dated 20 October 2008 or later approved revisions. Report the results to Diamond Aircraft Industries per MSB-40-060 / MSB-F4-016. If any voids are found that exceed the criteria specified in MSB-40-060 / MSB-F4-016 accomplish a manufacturer approved repair before further flight.
(EASA AD 2008-0224 refers)

Compliance: Within the next 100 hours TIS or by 30 June 2009 whichever occurs sooner, unless previously accomplished.

Effective Date: 30 April 2009

DCA/DIAMOND/9 Cancelled – CF-2023-50 refers

Note: Transport Canada AD CF-2023-50 supersedes DCA/DIAMOND/9 (EASA AD 2009-0016 refers).

Effective Date: 24 July 2023

DCA/DIAMOND/10A Rear Passenger Door – Inspection

Applicability: DA 40, DA 40 D and DA 40 F 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 40-428) 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 40-070, MSB D4-079 and MSB F4-024 dated 30 April 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 40-428 or amend the AFM with a revision that includes the information in AFM-TR-MAM 40-428.

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/DIAMOND/10) or by 25 November 2011 whichever occurs sooner.

2. From 25 November 2010 (the effective date of DCA/DIAMOND/10).

Effective Date: DCA/DIAMOND/10 - 25 November 2010
DCA/DIAMOND/10A - 30 June 2011

DCA/DIAMOND/11 Cabin Air Conditioning System – Deactivation

Applicability: DA 40 aircraft, all S/N embodied with STC SA03674AT (a vapor cycle system (VCS) cabin air conditioning system) per DER Services Master Document List MDL-2006-020-1 revision C, dated 3 February 2009; or revision D, dated 22 April 2009; or revision E, dated 12 May 2010; or revision F, dated 6 July 2010.

Note 1: STC SA03674AT is held by Premier Aircraft Service (formerly held by DER Services, Inc.)

Requirement: To correct an unsafe condition with the vapor cycle system (VCS) due to reports of damage found around the VCS compressor mounting areas during maintenance inspections, accomplish the following actions per Premier Aircraft Service Work Instruction PAS-WI-MSB-40-2011-001, dated 4 March 2011 and Premier Aircraft Service MSB No. PAS-MSB-40-2011-001, dated 4 March 2011:

- Deactivate the VCS system.
- Pull and collar the compressor circuit breaker and place a placard above the circuit breaker stating "INOP."
- Remove the VCS compressor and associated mounting hardware.
- Revise the aircraft weight and balance.

Note 2: Optional actions: If all the above mentioned actions have been accomplished, the VCS compressor may be reinstalled and the air conditioning system reactivated per the instructions in Premier Aircraft Service Bulletin No. PAS-SB-40-2011-002, dated 18 August 2011; Seamech International Inc. Vapor Cycle Air Conditioning with Automatic Climate Control Instructions for Continued Airworthiness ASI-772216A revision G, dated 9 August 2011; Seamech International Inc. Kit Compressor Mounting, Drawing SII 2216155 revision D, dated 21 July 2011 and DER Services Installation Instructions Engineering Order EO-2006-020-1 revision F, dated 18 August 2011.

(FAA AD 2011-21-10 refers)

Compliance: Within 100 hours TIS after installation of STC SA03674AT, or by 16 December 2011 whichever occurs later.

Effective Date: 16 November 2011

DCA/DIAMOND/12 Cancelled – EASA AD 2012-0024R1 refers

Effective Date: 26 May 2015

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.

EASA AD 2013-0145 Aft Main Spar / Cabin Area – Modification

Effective Date: 29 July 2013

EASA AD 2012-0024R1 Turbocharger Hose – Inspection

Effective Date: 26 May 2015

EASA AD 2016-0126 Alternator Cable – Inspection

Effective Date: 6 July 2016

EASA AD 2017-0086 Electronic Control Unit – Modification

Effective Date: 26 May 2017

Transport Canada AD CF-2019-39R1 Fuel Tank Connection Hose – Inspection

Applicability: DA 40, DA 40 D, DA 40 F and DA 40 NG aircrafts, all S/N.

Effective Date: CF-2019-39 - 21 November 2019
CF-2019-39R1 - 4 June 2025

EASA AD 2012-0180 Airspeed Indicator Markings / Placard – Installation

Applicability: DA 40 NG aircrafts, S/N 40.N001 through to 40.N087 inclusive, and any DA 40 D aircraft modified in-service to DA 40 NG through application of Optional Service Bulletin (OSB) D4-080 by using Working Instruction WI-OSB- D4-080 up to Revision 6.

Note: This AD adopted with the NZ type acceptance of DA 40 NG aircrafts.

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

EASA AD 2013-0018 Turbo Intercooler Installation – Inspection

Applicability: DA 40 NG aircrafts, S/N 40.N001 through to 40.N084 inclusive, and

DA 40 NG aircrafts, all S/N, when converted from DA 40 D aircraft through embodiment of Optional Service Bulletin (SB) D4-080 by using Working Instruction WI-OSB-D4-080 up to Revision 6.

Note: This AD adopted with the NZ type acceptance of DA 40 NG aircrafts.

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

EASA AD 2016-0190 Auto-pilot Bridle Cable Clamps – Inspection

Applicability: DA 40 NG aircrafts, all S/N.

Note: This AD adopted with the NZ type acceptance of DA 40 NG aircrafts.

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

EASA AD 2016-0203 V-band Clamps – Inspection

Applicability: DA 40 NG aircrafts, all S/N, including aircrafts converted from DA 40 D aircraft through embodiment of Optional Service Bulletin D4-080.

Note: This AD adopted with the NZ type acceptance of DA 40 NG aircrafts.

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

Transport Canada AD CF-2021-24 Baggage Nets – Inspection

Applicability: DA 40, DA 40 D, DA 40 F and DA 40 NG aircraft, all S/N.

Effective Date: 4 August 2021

Transport Canada AD CF-2023-50R1 NLG Leg Pivot Axle – Inspection

Applicability: DA 40, DA 40 D and DA 40 F aircraft, all S/N.

Effective Date: CF-2023-50 - 24 July 2023
CF-2023-50R1 - 21 December 2023

*** Transport Canada AD CF-2025-30 Passenger Door – Inspection**

Applicability: DA40 NG, DA40, DA40 F and DA40 D, all S/N.

Effective Date: 31 July 2025

Airworthiness Directive Schedule

Gliders

Grob

31 July 2025

Notes

1. This AD schedule is applicable to Grob Werke GmbH & Co KG (formally Burkhart Grob) gliders manufactured under the following EASA and Luftfahrt-Bundesamt (LBA) Type Certificate Numbers:

Aircraft Model:	EASA/LBA Type Certificate Number:
Astir CS 77	A.250 (Formerly LBA TC L-306)
G102 Club Astir IIIB	A.250 (Formerly LBA TC L-306)
G102 Standard Astir III	A.250 (Formerly LBA TC L-306)
G103 Twin II	A.250 (Formerly LBA TC L-315)
G103A Twin II Acro	A.250 (Formerly LBA TC L-315)
G 103C Twin III SL	A.250 (Formerly LBA TC 869)
G109	817
Speed Astir IIB	A.250 (Formerly LBA TC L-320)
Standard Astir II	A.250 (Formerly LBA TC L-306)
Twin Astir	A.250 (Formerly LBA TC L-315)

2. EASA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. EASA ADs can be obtained directly from the EASA 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/BG/1 Control Unit - Inspection and Modification

Applicability: Model Twin Astir S/N 3000 through 3255

Requirement: Inspect and modify per B Grob Twin Astir TI TM 103-6.
(Luftfahrt - Bundesamt AD-79-331 refers)

Compliance: Inspection - Before next flight and thereafter prior to first flight on each day glider is flown, until modified.

Modification - By 30 September 1979

Effective Date: 16 July 1979

DCA/BG/2 Inspection Panels - Modification

Applicability: Model Astir CS77 S/N 1601 and above

Requirement: To prevent possible interference with controls, tape inspection panel to prevent its entry into fuselage.
(Luftahrt - Bundesamt AD 80-96 refers)

Compliance: Prior to each flight until modified per B Grob TI TM306-13

Effective Date: 11 April 1980

DCA/BG/3 Canopy Fasteners - Modification

Applicability: Models speed Astir II and 11B S/N 4001 through 4107

Requirement: Modify per B Grob TI (TM) 320-2.
(Luftahrt - Bundesamt AD 80-178 refers)

Compliance: By 30 November 1980

Effective Date: 29 August 1980

DCA/BG/4 Control System Links - Inspection and Modification

Applicability: Model Astir CS77 S/N 1601 and above. Model Twin Astir S/N 3000 through 3291

Requirement: Inspect and modify `Hotellier Quick-Links' in control systems per Grob TI's TM306-16 or TM315-12 as applicable.
(Luftahrt - Bundesamt AD81-125 refers)

Compliance: Inspection - Before next flight and thereafter at intervals not exceeding 50 hours TIS until modified.

Modification - By 30 September 1981

Effective Date: 5 August 1981

DCA/BG/5 Elevator Installation - Inspection

Applicability: Model standard Astir S/N 5001 and above. Model speed Astir IIB S/N 4001 and above

Requirement: Check elevator installation for alignment per Grob TI's TM306-15 or TM320-3 as applicable and renew markings as necessary.
(Luftahrt - Bundesamt AD's 80-304 and 80-303 refer)

Compliance: By 31 October 1981

Effective Date: 21 August 1981

DCA/BG/6 Rudder Pedal Installation - Inspection and Modification

Applicability: Model G103 `Twin 11' S/N 3501 through 3689

Requirement: Inspect and modify front pedal unit per Grob TI TM315-20 instructions 1, 2 and 3 respectively.
(Luftahrt - Bundesamt AD 82-132 refers)

Compliance: Inspection per instruction 1 - before next flight unless already accomplished.
Inspection per instruction 2 - prior to each flight until modified.
Modification per instruction 3 - by 31 October 1982

Effective Date: 24 September 1982

DCA/BG/7 Canopy Hinge - Modification

Applicability: All model standard Astir II

Requirement: Modify canopy hinge installation per Grob SB TM 306-21.
(Luftfahrt - Bundesamt AD 83-43 refers)

Compliance: By 30 September 1983

Effective Date: 15 July 1983

DCA/BG/8A Rudder Pedal Installation – Inspection and Modification

Applicability: Model G102 Club Astir III aircraft, S/N all through 5569
Model G102 Club Astir IIIB aircraft, S/N all through 5568-Cb
Model G102 Standard Astir III aircraft, S/N all through 5564-S

Note: This AD revised to clarify the applicability.

Requirement: To prevent rudder pedal unit failure inspect and modify the pedal unit per instructions 1, 2 and 3 in Grob Technical Information TM 306-22.
(LBA AD 83-91 refers)

Compliance: Inspection per instruction 1 - Before further flight unless previously accomplished.

Inspection per instruction 2 - Before every flight until modified per instruction 3.

Modification per instruction 3 - By 30 April 2011 unless previously accomplished.

Effective Date: DCA/BG/8 - 15 July 1983
DCA/BG/8A - 31 March 2011

DCA/BG/9 Operating Limitations/Tachometer Calibration

Applicability: All model G109 with Hoffman - variable pitch propeller HO-V62 R/L 160T and Limbach L2000 series engine combination

Requirement: To preclude possible propeller failure accomplish the following:

1. In full view of pilot install placards which read

(a) `Avoid continuous engine operation above 2900 RPM'
(b) `Aerobatic manoeuvres using engine prohibited'

2. Calibrate Tachometer and install correction table adjacent to it.
(Luftfahrt - Bundesamt AD 83-150 refers)

Compliance: Placards - By 31 March 1984

Calibration - By 31 March 1984 and thereafter at intervals not exceeding 12 months

Effective Date: 2 March 1984

DCA/BG/10 Airbrake Locking Levers - Inspection

Applicability: Astir CS S/Ns 1001 through 1535; Astir CS 77 S/Ns 1601 through 1844; Astir CS JEANS S/Ns 2001 through 2248; Club Astir II & Standard Astir II S/Ns 5001 through 5061

Requirement: Inspect and replace airbrake locking levers in accordance with Grob TI TM306-26 instructions 1, 2, 3 and 4.
(Luftfahrt - Bundesamt AD 85-98 refers)

Compliance: 1. Incorporation of inspection hole per instruction 1 - before further flight.

2. Incorporation of inspection window per instruction 2 - before 1 April 1986.

3. Inspection per instruction 3 - before further flight and thereafter daily until instruction 4 accomplished.

4. Replacement of cast locking levers per instruction 4 - when found cracked or after 3000 hours TIS.

Effective Date: 11 July 1985

DCA/BG/11 Undercarriage - Inspection and Replacement

Applicability: Model G109 S/Ns 6001 through 6159

Requirement: Inspect and replace main undercarriage in accordance with Grob TI TM817-19 instructions 1, 2 and 4.
(Luftfahrt - Bundesamt AD85-132 refers)

Compliance: 1. Inspection per instruction 1 - within next 3 flights.

2. Inspection per instruction 2 - within next 3 flights and thereafter every 25 hours TIS and after heavy landing until undercarriage replaced per instruction 4.

3. Replacement per instruction 4 - upon discovery of cracks during instruction 2 inspection

Effective Date: 11 July 1985

DCA/BG/12 Airbrake Operating Lever - Inspection

Applicability: Model G103 `Twin II' S/N 3501 through 3715

Requirement: Inspect per Grob TI TM315-29. Renew cracked or buckled levers before further flight

Compliance: By 10 January 1986

Effective Date: 23 December 1985

DCA/BG/13 Rudder Pedal Assembly - Inspection

Applicability: Model Twin Astir S/N 3000 through 3291

Requirement: Inspect per Grob TI TM315-30. Renew cracked levers before further flight

Compliance: By 10 January 1986

Effective Date: 23 December 1985

DCA/BG/14A Fuel Shut-off Valve - Piston Replacement

Applicability: All Model G109 and G109B

Requirement: Replace the fuel shut-off valve sealing piston per Grob SB TM 817-23/1.
(LBA AD87-142/2 refers)

Compliance: By 30 June 1993

Effective Date: DCA/BG/14 30 September 1987
DCA/BG/14A 19 March 1993

DCA/BG/15 Tow Release Installation - Inspection

Applicability: Model Twin Astir S/N 3000 through 3291 and G103 Twin II S/N 3501 through 3878

Requirement: Inspect per Grob SB TM315-32. Incorrectly positioned actuator knobs are to be re located per Grob Repair instructions no. 315-32 before further flight.
(LBA AD87-140 refers)

Compliance: By 30 November 1987

Effective Date: 23 October 1987

DCA/BG/16 Rudder Lever installation - Inspection and Modification

Applicability: Model G103 Twin II S/N 3730 through 3878

Requirement: Inspect and modify per Grob SB TM315-33 instructions 1 and 2 respectively.

Rectify damaged installation before further flight.
(LBA AD87-168 refers)

Compliance: Inspection - By 30 November 1987

Modification - By 31 January 1988

Effective Date: 23 October 1987

DCA/BG/17 Main Spar Spigot - Limitation, Inspection and Replacement

Applicability: Model Twin Astir S/N 3000 thru 3291; Grob G103 "Twin II" S/N 3501 thru 3878 and 33879 thru 34078. Grob G103A "Twin II Acro" (with supplement "K") S/N 3544 thru 34078

Requirement: 1. Install "NO AEROBATICS" placard in clear view of each cockpit occupant.

2. Inspect and replace spar spigots per Grob Technical Note TM315-36.
(LBA AD88-176 refers)

Compliance: 1. Placard - Prior to next flight.

2. Inspection - Gliders with 3000 or more flights, prior to next flight. Gliders with 1500 to 3000 flights, within next 3 months. Thereafter re inspect at intervals not exceeding 500 flights until spigots replaced.

3. Replacement - All gliders, prior to further flight if damage found, otherwise not later than 30 June 1989.

Placard may be removed after spigot replacement

Effective Date: 28 December 1988

DCA/BG/18 Flight Control System - Inspection and Modification

Applicability: Model G103 "Twin II", S/N 3501 through 3729 and 3730 through 3878; G103 "Twin II A ACRO", S/N 33879 through 34078

Requirement: Inspect and modify control system welded joints per Grob Technical Bulletin TM 315-37 instructions 1 and 2 respectively. Rectify cracked parts before further flight.
(LBA AD 88-175 refers)

Compliance: Inspection - By 31 July 19789

Modification - By 30 November 1989

Effective Date: 16 June 1989

DCA/BG/19 Elevator Hinges - Inspection

Applicability: Model G102, Club Astir IIIb with S/N 5501 Cb and subsequent; Standard Astir III with S/N 5502S and subsequent

Requirement: To prevent possible failure, inspect elevator hinges per Grob SB TM 306-27. Rectify defective installations before further flight.
(LBA AD 89-209 refers)

Compliance: By 31 March 1990

Effective Date: 23 February 1990

DCA/BG/20 Main Spar Spigot - Inspection and Replacement

Applicability: Model Astir CS 77 S/N 1601 through 1844, Standard Astir II S/N 5001 through 5061, Grob G102 "Club Astir IIIb" S/N 5501 and up, including those with suffix "Cb", Grob G102 "Standard Astir III" S/N 5502 and up, including those with suffix "S", and Speed Astir II B S/N 4028 through 4107

Requirement: 1. Inspect the main spigot assembly per Grob SB TM 306-29, TM 320-5. If cracks are found rectify as prescribed before further flight.
2. Replace the spar spigot assembly per the SB.
(LBA AD 91-5 refers)

Compliance: 1. Within next 10 hours TIS or 30 days, whichever is the sooner.
2. If no cracks are found and the distance between spigot plates and swivel bearing is:
(a) Less than or equal to 10mm, replace spar spigot assembly by 31 December 1992.
(b) Greater than 10mm, replace spar spigot assembly by 30 June 1991.

Effective Date: 21 January 1991

DCA/BG/21 Aileron Connector Fixing Bolts - Replacement

Applicability: Model Twin Astir S/N 3000 through 3291, Grob G103 "Twin II" (including Acro) S/N 3501 through 3729

Requirement: To prevent incorrect assembly of the aileron connector fixing bolts install new forkhead nuts and LN bolts per Grob SB TM 315-38/1.
(LBA AD 89-5/2 refers)

Compliance: By 31 May 1991

Effective Date: 22 February 1991

DCA/BG/22A Service Life - Inspection and Limitation

Applicability: Twin Astir S/N 3000 through 3291; Twin Astir Trainer S/N 3000 through 3291 (with suffix "T"); G103 Twin II S/N 3501 through 3878, 33879 through 34078; G103A Twin II Acro S/N 3544 through 34078 (with suffix "K"); G103C Twin III Acro S/N 34101 through 34170; and G103C Twin III S/N 36001 through 36014

Requirement: To extend service life to 12,000 hours accomplish the following:-

Implement inspection and modification program per Grob SB 315-45/2. Any defects found must be rectified before further flight.
(LBA AD92-190/2 refers)

Compliance: By 3000 hours TTIS and thereafter at intervals as detailed per SB 315-45/2, until a maximum of 12,000 hours TTIS.

Effective Date: DCA/BG/22 - 28 August 1992
DCA/BG/22A - 6 June 1997

DCA/BG/23 Airbrake Stops - Inspection

Applicability: All Models, Series and S/Ns detailed in Grob SB TM 306-31, 315-49, 320-6, 817-36.

Requirement: To prevent jamming of airbrakes inspect per Grob SB TM 306-31, 315-49, 320-6, 817-36. Repair excessive wear as prescribed per the SB.

(LBA AD92-356 refers)

Compliance: By 30 June 1993

Effective Date: 19 March 1993

DCA/BG/24 Exhaust System - Inspection

Applicability: All Model G 109 and G 109B

Requirement: To prevent exhaust fumes entering the cockpit, inspect per Grob SB TM 817-32. If leaks are detected replace the exhaust system prior to further flight.

(LBA AD 92-359 refers)

Compliance: By 3 October 1993

Effective Date: 3 September 1993

DCA/BG/25 Service Life - Inspection and Limitation

Applicability: All Model G109 and G109B

Requirement: To extend service life to 12,000 hours accomplish the following:-

1. Inspect per G109 and G109B "Extension of Life Time" document issued 27 May 1991.

2. Install inspection hole in the lower wing shell per Grob Repair Instruction 817-28/1.

3. Replace both spar spigot assemblies per Repair Instruction 817-28/2.

4. The following inspections (visual inspection, tapping) must be accomplished:-

(a) Wing Root External

- Wing/Fuselage attachment fittings secure in laminate
- Wing connecting bolts for wear, corrosion, deformation

(b) Spar Stub

- Main spar spigot
- Spar pinfitting tight in laminate

(LBA AD 92-198 refers)

Compliance:

1. At 3000, 6000, 7000, 8000, 9000, 10000 and 11000 hours TTIS.

2. At 3000 hours TTIS.

3. At 3000 hours TTIS.

4. At 9500, 10500, and 11500 hours TTIS.

Effective Date: 3 September 1993

DCA/BG/26 Airbrake Over-centre Lever - Replacement

Applicability: Twin Astir S/N 3000 through 3275 and Twin Astir Trainer S/N 3000 through 3275 (with suffix "T")

Requirement: To prevent failure of the airbrake over-centre lever, replace lever per Grob SB TM 315-45.

(LBA AD 92-309/2 refers)

Compliance: By 31 March 1994 unless already accomplished per DCA/BG/22.

Effective Date: 3 September 1993

DCA/BG/27A Service Life - Inspection and Limitation

Applicability: Astir CS S/N 1001 through 1536; Astir CS 77 S/N 1601 through 1844; Astir CS Jeans S/N 2001 through 2248; Standard Astir II S/N 5001 through 5061 (suffix "S"); Club Astir II S/N 5001 through 5061 (suffix "C"); Standard Astir III S/N 5501 through 5652 (suffix "S"); Club Astir III S/N 5501 through 5652 (suffix "C"); Club Astir IIIb S/N 5501 through 5652 (suffix Cb).

Requirement: To extend service life to 12,000 hours accomplish the following:-

Implement inspection and modification program per Grob SB 306-30/2. Any defects found must be rectified before further flight.

(LBA AD 93-041 refers)

Compliance: By 3000 hours TTIS and thereafter at intervals as detailed per SB 306-30/2, until a maximum of 12,000 hours TTIS.

Effective Date: DCA/BG/27 3 September 1993
DCA/BG/27A 6 June 1997

DCA/BG/28 Main Landing Gear Legs - Inspection

Applicability: All Model G 109 and G109B

Requirement: To prevent MLG leg failure accomplish the following:-

1. Inspect and modify retaining bars per Grob SB TM 817-39, Part A.

2. Inspect landing gear legs per SB TM 817-39, Part B. Renew defective legs per SB TM 817-39, Part B before further flight.

(LBA AD 94-004 refers)

Compliance: 1. By 31 July 1994

2. At 2000 total landings and thereafter at intervals not to exceed 1000 landings.

Effective Date: 15 April 1994

DCA/BG/29 Rudder Damper and Bell Crank - Installation

Applicability Model G109, S/N 6001 through 6159.

Requirement: To reduce the chance of flutter install rudder damper and a new rudder bell crank lever per Grob SB TM 817-38.

(LBA AD 94-262 refers)

Compliance: By 31 March 1995.

Effective Date: 23 December 1994

DCA/BG/30 Elevator Lever - Inspection and Replacement

Applicability Astir CS S/N 1001 through 1536, Astir CS 77 S/N 1601 through 1844, Astir CS Jeans S/N 2001 through 2248.

Requirement: To prevent failure of the elevator control lever accomplish the following:-

1. Inspect the elevator lever P/N 102-3542 per Grob SB TM 306-33. If cracks are found, replace the lever per SB TM 306-33 before further flight.

2. Replace the lever P/N 102-3541 or 102-3542 with P/N 102-3543 per SB TM 306-33.

(LBA AD 94-317/2 refers)

Compliance: 1. Inspect by 7 August 1995

2. Replace by 30 November 1995

Effective Date: 7 July 1995

DCA/BG/31 Service Life - Inspection and Limitation

Applicability: Speed Astir II S/N 4001 through 4027 and Speed Astir IIb S/N 4028 through 4107.

Requirement: To extend service life to 12,000 hours accomplish the following:-

Amend the aircraft flight manual and maintenance manual per Grob SB 320-7. Implement the inspection program per SB 320-7. Any defects found must be rectified before further flight.

(LBA AD 1998-480 refers)

Compliance: By 30 June 1999 until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA/BG/32 Control Stick Knurled Nut – Inspection and Replacement

Applicability: G103 Twin II, S/N 3501 through 3729
G103A Twin II Acro, S/N 3544 through 3729 (with suffix “K”)

Requirement: To prevent failure of the knurled nut at the rear of the control stick, accomplish the following:

1. Inspect the nut for cracks and damage per Grob Technical Note 315-61/2. If the nut is cracked or damaged, replace the nut with one made from stainless steel per TN 315-61/2 before further flight.

2. Replace the nut with one made from stainless steel per TN 315-61/2.

(LBA AD 1999-216/2 refers)

Compliance: 1. Inspect before next flight and thereafter before the first flight of each day until replacement with one made from stainless steel per TN 315-61/2.

2. Replace by 31 December 1999.

Effective Date: 5 August 1999

DCA/BG/33B Elevator Flutter – Flight Limitation

Applicability: All Model G102 Standard Astir III, G102 Club Astir III, and G102 Club Astir IIIb.

Requirement: To avoid elevator flutter, the V_{NE} should be temporarily reduced to 89 KIAS, until additional mass balances are fitted to the elevators and ailerons.

1. Install a temporary redline limit at 89 KIAS on the airspeed indicator. Obscure or remove the existing redline limit, if the new limit is installed on the instrument glass, also install slippage marks on the glass and instrument case. Install a temporary locally manufactured placard on the instrument panel that reads: V_{NE} 89 KIAS.

2. Fit additional mass balances to the elevators and ailerons per Grob SB MSB306-36/3. Incorporation of MSB306-36/3 is terminating action for this AD and the V_{NE} restriction may be removed.

(LBA AD 2001-317/3 refers)

Compliance: 1. Before further flight unless already accomplished

2. By 31 January 2003

Effective Date: DCA/BG/33A - 31 January 2002
DCA/BG/33B - 31 October 2002

DCA/BG/34A CG Tow Hook Attachments - Inspection and Replacement

Applicability: Twin Astir, S/N 3000 through 3291
Twin Astir Trainer, S/N 3008 through 3291 (with suffix T)
G 103 Twin II, S/N 3501 through 3729
G103A Twin II Acro, S/N 3544 through 34078 (with suffix K)
G103C Twin III Acro, S/N 34101 onwards
G103C Twin III, S/N 36001 through 36014
G103 Twin III SL, S/N 35002 through 35051

Requirement: To prevent failure of the attachment of the CG tow hook, accomplish the following:

1. Inspect the forward attachment brackets, per Grob Service Bulletins MSB315-62 or MSB869-22, as applicable to glider model.

If brackets are found cracked, before further use of this hook, replace both brackets with the improved brackets P/N 103B-2360.01/1 & 103B-2360.02/1, per the applicable SB.

2. Replace both brackets with the improved brackets P/N 103B-2360.01/1 & 103B-2360.02/1 per the applicable SB.

(LBA AD 2002-066 and 2002-067 refer)

Compliance: 1. Inspect by 30 April 2006, unless already accomplished.

2. Replace brackets by 30 September 2006, unless already accomplished.

Effective Date: DCA/BG/34 - 28 March 2002
DCA/BG/34A - 30 March 2006

DCA/BG/35B Operational Limitations

Applicability: Twin Astir aircraft, S/N 3000 to 3291.

Twin Astir Trainer aircraft, S/N 3088 to 3291 (with suffix “T”)

Requirement: To maintain safety margins against damage to the fuselage, accomplish the following:

1. Modify the red airspeeds markings on the front and rear cockpit airspeed indicators and install new limitation placards on the front and rear cockpit side wall, per Grob ASB 315-64/3.

2. Amend flight manual, per Grob ASB 315-64/3.

(LBA AD 2003-231 R3 refers)

Note: The speeds for flight in rough air, maximum operating speed and other operational speeds have been re-assessed. The reduced maximum permissable speed V_{NE} of 230 km/h is raised to the original V_{NE} of 250 km/h, and the speed in rough air V_B remains at 170 km/h. Aerobatic flights are provisionally prohibited. Simple acrobatic flight (Loops, Turns, Lazy Eight and Chandelle) may be performed in accordance with the Flight Manual.

Compliance: 1 & 2 Before next flight, unless already accomplished.

Effective Date:

DCA/BG/35	25 September 2003
DCA/BG/35A	27 May 2004
DCA/BG/35B	26 May 2005

DCA/BG/36A Operational Limitations

Applicability: Model G 103 TWIN II, S/N: 3501 up to 3878 and 33879 up to 34078

Model G 103A TWIN II ACRO, S/N: 3544 up to 34078 (with Suffix “K”)

Model G 103C TWIN III ACRO, S/N: 34101 up to 34203

Requirement: To maintain safety margins against damage to the fuselage, the speeds for flight in rough air, maximum operating speed and other operational speeds have been recalculated. Aerobatic flight for gliders previously equipped for aerobatic flight is prohibited until the rear fuselage is modified.

1. Insert revised pages into the Flight and Maintenance Manual in accordance with Service Bulletin No. MSB 315-65. Modify airspeed indicators and placards as detailed in the MSB.

2. To regain the full capability for Aerobatic Flight for the G 103A TWIN II ACRO and G 103C TWIN III ACRO, perform the instructions of SB No. OSB 315-66 (installation of stringers in rear fuselage and cancellation of operational limitations).

(D-2004-002 refers)

Compliance: 1. Before 30 June 2004

2. At owners discretion following compliance with Part 1.

Effective Date: 27 May 2004

DCA/BG/37B Elevator Attachment Bolts – Replacement and Manual Amendment

Applicability: Astir CS aircraft, S/Ns 1001 through 1536.

Requirement: To prevent failure of the attachment bolts of the elevator, due to the possibility of hidden damage remaining undetected, replace all the elevator spherical and collar bolts per Grob Service Bulletin MSB306-38/2, dated 08 June 2006 or later approved revisions and the Astir CS Maintenance Manual.
Amend the Astir CS aircraft Flight / Maintenance Manual by incorporating revision 9, dated 28 November 2005.
(EASA AD 2006-0150R1 refers)

Compliance: Before 27 October 2006, unless already accomplished, and thereafter replace all elevator spherical and collar bolts at intervals not to exceed 10 years or 1000 landings, whichever occurs sooner.

Effective Date: DCA/BG/37 - 24 June 2004
DCA/BG/37A - 29 June 2006
DCA/BG/37B - 27 July 2006

DCA/BG/38A Elevator Lever - Replacement

Applicability: Twin Astir and Twin Astir Trainer aircraft, all S/Ns.

Requirement: To prevent cracking of the cast alloy elevator control levers, replace them with new sheet aluminum items, per the instructions contained in Grob SB 315-67/1.
(LBA AD D-2004-292R1 refers)

Compliance: Before accumulating 3000 hours TTIS, or before 30 September 2005 whichever is later, if not already accomplished.

Effective Date: DCA/BG/38 - 30 September 2004
DCA/BG/38A - 26 May 2005

DCA/BG/39 Manifold Pressure Control Cable – Modification

Applicability: All model G 109B aircraft equipped with a Limbach L2400 DT1 engine.

Requirement: To prevent buckling of the manifold pressure Bowden control cable in the event of failure of the throttle lever spring, modify the manifold pressure control cable, per Korff Service Bulletin No. 817-40, dated 2 September 2005.
(LBA AD D-2005-357 refers)

Compliance: Within the next 10 hours TIS.

Effective Date: 23 February 2006

DCA/BG/40 Flight Control System Welded Components – Inspection and Replacement

Applicability: Model G102 Club Astir III aircraft, S/N 5501 onward (with suffix "C").
Model G102 Club Astir IIIb aircraft, S/N 5501 onward (with suffix "Cb").
Model G102 Standard Astir III aircraft, S/N 5502 onward (with suffix "S")

Requirement: To prevent failure of flight control system due to the possibility of cracks developing in control system welded parts which could result in loss of aircraft control, inspect the flight control system components per Grob Aerospace Service Bulletin No. MSB 306-35 dated 27 April 2007.
Replace cracked parts per ASB No. MSB306-35, before further flight.
(EASA AD 2007-0135-E refers)

Compliance: Within the next 25 hours TIS, or 50 flight cycles, or at the next annual inspection, or by 31 December 2007 whichever is the sooner, and thereafter at intervals not to exceed 12 months.

Effective Date: 18 May 2007

DCA/BG/41 Fuselage, Wing & Stabiliser Structure – Inspection and Repair

Applicability: Model Twin Astir aircraft, S/N 3000 through to 3291.

Model Twin Astir Trainer aircraft, S/N 3088 (T) through to 3291 (T).

Model G103 Twin II aircraft, S/N 3501 through to 3878.

Model G103A Twin II Acro aircraft, S/N 3544 (K) through to 3878 (K) and 33879 (K) through to 34078 (K).

Model G103C Twin III Acro aircraft, S/N 34101 through to 34203.

Model G103C Twin III aircraft, S/N 36001 through to 36014.

Model G103C Twin III SL aircraft, S/N 35001 through to 35051.

Requirement: To prevent structural failure possibly resulting in loss of the aircraft, inspect the wings, fuselage and horizontal stabiliser per the instructions contained in Grob Aerospace Service Bulletin MSB 315-74/1, MSB 869-25/1 (same document). If any damage is found repair the aircraft in accordance with a manufacturer approved repair scheme, before further flight.
(EASA AD 2007-0194-E and LBA AD D-2007-257 refer)

Compliance: Within the next 25 hours TIS, or 50 flight cycles, or at the next annual inspection, whichever occurs sooner.

Effective Date: 3 August 2007

DCA/BG/42 Airbrake Control System – Inspection and Rework

Applicability: All model G103 Twin II, G103A Twin II Acro, G103C Twin III Acro, G103C Twin III aircraft

Model G103 Twin II aircraft, S/N 3730 through to 3878.
Model G103A Twin II Acro aircraft, S/N 3730 through to 34078 (K).
Model G103C Twin III Acro aircraft, S/N 34101 through to 34203.
Model G103C Twin III aircraft, S/N 36001 through to 36014.

Requirement: To prevent failure of the airbrake bellcrank bolt due to the possibility of it being overtorqued which could result in loss of airbrake and elevator control, and reduced control of the aircraft, accomplish the following:

Remove bolt P/N LN9037-M6x60 from the airbrake bellcrank P/N 103B-4437 and fit a new bolt with a new locking nut P/N LN9348-M6, and torque the bolt to 6.4 Nm (4.72 ft.lbs).

Inspect the airbrake bell crank including the attachment parts for any damage. Replace any damaged parts before further flight.

Check the airbrake locking force on both wings using a spring balance. The locking force must be equal on both sides and ensure the airbrakes lock correctly. The locking force should be 10±2 daN, (22.48±4.5 lbs).

Check the airbrake locking force at the operating lever in the front cockpit with the wings rigged. The guidance value is 10±2 daN, (22.48±4.5 lbs). The locking force must not exceed 15 to 20 daN (33.70 to 44.96 lbs).

Accomplish the requirements of this AD per the instructions in Grob Service Bulletin No. MSB 315-76/1 dated 23 June 2008.
(LBA AD D-2008-232 refers)

Compliance: By 15 October 2008

Effective Date: 31 July 2008

DCA/BG/43 Airworthiness Directive Compliance - Grob G 103C Twin III SL Aircraft

Applicability: Model Grob G 103C Twin III SL aircraft, all S/N.

Note 1: This AD includes all those Luftfahrt-Bundesamt (LBA) ADs applicable to the Grob G 103C Twin III SL which have no recuring requirements. Compliance with each individual LBA AD is required 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. These aircraft are manufactured under LBA TC No. 869.

Requirement: Compliance with the following LBA Airworthiness Directives (as applicable) are required:

LBA AD:	Subject:	Service Bulletin:
1992-306/2	Main Wheel Fairing & Mod	Grob TM 869-3 and TM 869-9
1992-352	Upper Pulley Wheel	Grob TM 869-4
1992-354	Spindle Drive Spiral Pin	Grob TM 869-5
1992-355	Propeller Brake Spiral Pins	Grob TM 869-6
1992-367	Electrical Variable Pitch MTV Propellers	MT Propeller TM No. 6
1992-388	Fuel Filters	Grob TM 869-11
1993-014	Arrestor Cable Guide	Grob TM 869-10
1993-079	Propeller Switch	Grob TM 869-13
1993-224	Propeller Flange	Grob TM 869-16
D-2008-231	Airbrake Control System	Grob MSB 869-27/1

Note 2: Each part of this AD (each individual LBA AD) shall be certified in the aircraft log book separately.

Note 3: Copies of the LBA ADs can be obtained from the CAA Library at library@caa.govt.nz

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: 25 February 2010

DCA/BG/44 Propeller Bearing – Inspection and Modification

Applicability: Model Grob G 103C Twin III SL aircraft, all S/N.

Note 1: This AD issued with the type acceptance of model Grob G 103C Twin III SL aircraft manufactured under LBA Type Certificate No. 869.

Requirement: To prevent failure of the propeller bearing due to possible increased bearing play which can result in rotation of the outer bearing races, damage to the grooved nut and loss of the propeller, accomplish the following:

1. For all S/N aircraft:

Inspect the propeller bearing per the instructions in Grob SB No. 869-18 dated 7 March 1996 and amend the aircraft maintenance manual per Grob SB-No. 869-18/2 dated 8 July 1996.

2. For all S/N aircraft:

Modify the propeller bearing per the instructions in SB No. 869-18 and check the torque value of the grooved nut per SB No. 869-18/2.

3. For aircraft S/N 35002 all through 35051:

Reinstall and retorque the grooved nut of the upper wheel per the instructions in Grob MSB No. 869-18/3 dated 24 May 2002.

4. For aircraft S/N 35002 all through 35051:

Amend the aircraft maintenance per the instructions in MSB No. 869-18/3.

Note 2: Grob SB No. 869-18 dated 7 March 996, SB No. 869-18/2 dated 8 July 1996 and MSB-No. 869-18/3 dated 24 May 2002 and later LBA or EASA approved revisions pertain to the subject of this AD.

Compliance: 1. Before further flight unless previously accomplished and thereafter at intervals not to exceed 5 hours TIS until requirement 2 is accomplished.

2. By 25 March 2010 unless previously accomplished.

3. Within the next 5 hours TIS unless previously accomplished.

4. By 25 March 2010 unless previously accomplished.

Effective Date: 25 February 2010

DCA/BG/45 Water Ballast Hose Connectors – Inspection and Repair

Applicability: Model Astir CS, Astir CS 77, Standard Astir II, G 102 Standard Astir III, Twin Astir, Speed Astir II and Speed Astir IIb aircraft, all S/N which are fitted with a water ballast system.

Note 1: The water ballast system could have been embodied by a modification.

Requirement: To prevent failure of the water ballast hose connectors at the fuselage wall due to possible debonding which can result in loss of aircraft control due to the displaced water changing the aircraft center of gravity, or the loose hose jamming the flight control system, accomplish the following:

1. Inspect the bonding between the water ballast system hose connectors and the fuselage wall connectors for security per paragraph 1.8 of Grob Aircraft Service Bulletin (SB) No. MSB-Grob-003 dated 21 October 2009 or later EASA approved revisions.

If a defective bond is found, repair the connection between the water ballast system hose connectors and the fuselage wall connectors per paragraph 1.8 of the SB No. MSB-Grob-003 before further flight.

2. When installing a water ballast system on an affected aircraft, ensure that the water ballast system hose connectors and the fuselage wall connectors are correctly installed and securely bonded.

Note 2: The repetitive inspections required by this AD may be terminated if the following maintenance task is introduced in the aircraft maintenance program: “At every annual inspection (ARA) or at intervals not to exceed 12 months, inspect the bonding between the water ballast system hose connectors and the fuselage wall connectors for correct and tight connection, and repair as required”.

(EASA AD 2010-0053R1 refers)

Compliance: 1. By 29 May 2010 unless previously accomplished, and thereafter at intervals not to exceed 12 months.

2. From 29 April 2010.

Effective Date: 29 April 2010

DCA/BG/46 Propeller Assembly – Inspection and Repair

Applicability: Model G 103 C Twin III SL aircraft, all S/N.

Requirement: To prevent an in-flight loss of the propeller and pulley wheel due to possible incorrect propeller tracking (the play at the propeller tip) and/or damage to the propeller nut securing plate, accomplish the following:

Amend the AFM and the AMM per the instructions in Grob Aircraft AG SB No. MSB-869-24/1 dated 20 July 2009 or later EASA approved revisions.

Inspect the propeller nut securing plate for cracks in the bend of the securing plate lock tab.

Determine whether the propeller track (the play at the propeller tip) is within the allowable tolerances specified in the applicable manufacturer's maintenance instructions in Grob Aircraft AG Service Letter No. SL-869-01 dated 9 June 2009 or later EASA approved revisions.

If no cracks are found in the bend of the propeller nut securing plate lock tab and the propeller track is found outside the allowable tolerances, readjust the torque of the propeller attachment nut per the applicable manufacturer's maintenance instructions before further flight.

If any cracks are found in the bend of the propeller nut securing plate lock tab accomplish the following actions:

- Remove the propeller attachment nut and bend an unused tab on the lock plate to secure the propeller nut. A tab which has been previously used may not be reused. If all the tabs of the securing plate have been already bent, replace the securing plate with a serviceable part.
- Fasten the propeller attachment nut (and the securing plate) and torque per the applicable manufacturer's maintenance instructions, and determine that the propeller tracks within the allowable tolerances.

Note 1: The manufacturer maintenance instructions to accomplish the actions of this AD are listed in the Grob Aircraft AG Service Letter No. SL-869-01 dated 9 June 2009 or later EASA approved revisions.

Note 2: The propeller assembly attachment nut torque values and tolerances specified in the AFM and AMM have been revised.

(EASA AD 2010-0107 refers)

Compliance: By 24 July 2010

Effective Date: 24 June 2010

DCA/BG/47 Vertical Stabilser Nose Plate – Inspection and Replacement

Applicability: Model Grob G 109 and Grob G 109 B aircraft, all S/N.

Requirement: To prevent vertical stabiliser nose plate failure, accomplish the following:

1. Inspect the nose plate P/N 109-2160.01 in the vertical stabiliser per the instructions in action A of Grob MSB MSB817-58 dated 24 November 2011 or later approved revisions.

If any corrosion and/or flaking is found replace the nose plate with a serviceable part before further flight per Grob Repair Instruction RI817-009 dated 17 November 2011 or later approved revisions.

2. Install an access panel on the left side of the vertical stabiliser per the instructions in Grob MSB817-060 dated 24 November 2011 or later approved revisions. Inspect the nose plate P/N 109-2160.01 in the vertical stabiliser per the instructions in action B of Grob MSB817-58.

If any corrosion and/or flaking is found replace the nose plate with a serviceable part before further flight per Grob Repair Instruction RI817-009.

Note: The replacement of a nose plate is not a terminating action for the repetitive inspections required by this AD.

(EASA AD 2012-0027 refers)

Compliance: 1. Within the next 10 hours TIS or by 28 April 2012 whichever occurs sooner unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.

2. At the next 50 hour maintenance inspection or by 28 May 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS accomplish the inspection per requirement 2.

Effective Date: 28 February 2012

DCA/BG/48 Elevator Control Rod in Vertical Fin – Inspection and Replacement

Applicability: Model Grob G 109 and Grob G 109 B powered gliders, all S/N.

Requirement: To prevent failure of the elevator control rod which could result in loss of aircraft control, accomplish the requirements in EASA AD 2012-0181.

Note 1: A copy of EASA AD 2012-0181 can be obtained from the EASA AD website at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: Grob Aircraft AG MSB817-64, dated 13 July 2012 or later approved revisions of this document are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0181 refers)

Compliance: At the compliance times specified in EASA AD 2012-0181.

Effective Date: 21 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2014-0067 Rudder Control Unit Cable Pulleys – Inspection and Replacement

Effective Date: 1 April 2014

2015-0116 Speed Brake Control System – Inspection

Effective Date: 8 July 2015

2016-0228 Tail Wheel Mounting Bracket – Inspection

Effective Date: 28 November 2016

2020-0121 Cancelled – EASA AD 2020-0138 refers

Effective Date: 3 July 2020

2020-0138 Elevator Control Pushrod – Inspection

Applicability: ASTIR CS, ASTIR CS 77, ASTIR CS Jeans, CLUB ASTIR II, STANDARD ASTIR II, TWIN ASTIR, TWIN ASTIR TRAINER, GROB G 103 “TWIN II”, GROB G 103 A “TWIN II ACRO”, GROB G 103 C "TWIN III" and GROB G 103 C "TWIN III ACRO" gliders, all S/N.

GROB G 103 C TWIN III SL powered gliders, all S/N.

ASTIR CS 77 TOP, ASTIR CS JEANS TOP, ASTIR CS TOP powered gliders, all S/N.

Note: EASA AD 2020-0138 retains the requirements in superseded EASA AD 2020-0121 and expands the AD applicability.

Effective Date: 3 July 2020

*** 2025-0140 Rudder Drive Plate – Inspection**

Applicability: GROB G 103 "TWIN II", GROB G 103 A "TWIN II ACRO", GROB G 103 C "TWIN III", GROB G 103 C "TWIN III ACRO" and G 103 C TWIN III SL, all S/N.

Effective Date: 31 July 2025

Airworthiness Directive Schedule

Helicopters

Leonardo A109 and AW109 Series

31 July 2025

Notes:

1. This AD schedule is applicable to Leonardo A109A, A109A II, A109E, A109S and AW109SP helicopters manufactured under European Aviation Safety Agency (EASA) Type Certificate No. R.005.
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. Links to other NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/A109/1A Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Agusta A109 series helicopters, all S/N.

Note 1: This AD revised to cancel ENAC AD 2006-001. The tail rotor blade inspections in Agusta BT 109-110 rev A have subsequently been introduced into chapter 5 of the A109A/A109AII Maintenance Planning Manual (MPM).

Requirement: Compliance with the following Ente Nazionale Per L'Aviazione Civile (ENAC) Airworthiness Directives and European Aviation Safety Agency (EASA) Airworthiness Directives (as applicable) is required:

ENAC / EASA AD No:	Agusta Bollettino Tecnico (BT):	Subject:	AD Requirement:
ENAC AD 2000-128	BT No. 109K-25 and 109EP-7 both dated 3 March 2000.	Model A109K2 and A109E main transmission fittings P/N 109-0325-08-1.	Accomplish AD requirements per instructions in the applicable BT.
ENAC AD 2000-371	BT No. 109EP-12 dated 24 July 2000.	Model A109E.	Accomplish AD requirements per instructions in BT No. 109EP-12.
ENAC AD 2000-393	BT No. 109EP-13 dated 3 August 2000.	Model A109E tail rotor blades.	Accomplish AD requirements per instructions in BT No. 109EP-13.
ENAC AD 2001-019	BT No. 109EP-16 dated 21 December 2000.	Model A109E passenger compartment sliding doors.	Accomplish AD requirements per instructions in BT No. 109EP-16.
ENAC AD 2001-094	BT No. 109EP-14 revision A, dated 19 March 2001.	Model A109E tail rotor blades.	Accomplish AD requirements per instructions in BT No. 109EP-14.
ENAC AD 2002-002	BT No. 109EP-24 dated 21 December 2001.	Model A109E vertical gyroscopes.	Accomplish AD requirements per instructions in BT No. 109EP-24.
ENAC AD 2002-187	BT No. 109EP-2 revision A, dated 5 March 2002.	Model A109 main rotor damper.	Accomplish AD requirements per instructions in BT No. 109EP-2.
ENAC AD 2003-109	BT No. 109EP-33 dated 19 March 2003.	Model A109E passenger compartment sliding doors.	Accomplish AD requirements per instructions in BT No. 109EP-33.
ENAC AD 2003-249	BT No. 109EP-37 revision A, dated 30 July 2003.	Model A109E main rotor head damper.	Accomplish AD requirements per instructions in BT No. 109EP-37.
ENAC AD 2003-385	BT No. 109EP-40 dated 25 November 2003.	Model A109E radio master switch.	Accomplish AD requirements per instructions in BT No. 109EP-40.

ENAC AD 2003-384	BT No. 109EP-39 dated 25 November 2003.	Model A109E “BATT BUS” circuit breaker.	Accomplish AD requirements per instructions in BT No. 109EP-39.
ENAC AD 2004-271	BT No. 109EP-45 dated 23 June 2004.	Model A109E cargo hook.	Accomplish AD requirements per instructions in BT No. 109EP-45.
ENAC AD 2005-423	BT No. 109K-43 and 109EP-62 both dated 21 September 2005.	Model A109E and A109K2 rescue hoists.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2006-0120-E	BT No. 109S-2.	Model A109S tail rotor trunnion.	Accomplish AD requirements per instructions in BT No. 109S-2.
EASA AD 2006-0228-E	BT No. 109-122, 109K-47, 109EP-70, 109S-5 and 109L-001 all at original issue.	Model A109A, A109AII, A109C, A109K2, A109E, A109S and A109LUH tail rotor pitch links.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2007-0192-E	BT No. 109EP-79, 109S-15 and 109L-007 all at original issue.	Model A109E, A109S and A109LUH lower semichannel assemblies.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2007-0295R1-E	BT No. 109EP-83, 109S-18, 109L-010 all dated 29 November 2007.	Model A109E, A109S and A109LUH door housing slots.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2009-0037-E	BT No. 109-129 dated 16 February 2009.	Model A109A, A109AII and A109C power turbine speed.	Accomplish AD requirements per the instructions in No. 109-129.
EASA AD 2009-0137	BT No. 109EP-98 dated 22 June 2009.	Model A109E battery bus.	Accomplish AD requirements per instructions in No. 109EP-98.
EASA AD 2009-0232-E	BT No. 109S-33 and 109EP-103 both dated 26 October 2009.	Model A109E and A109S tail rotor rod.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2009-0264	BT No. 109S-35 dated 11 December 2009.	Model A109S battery bus.	Accomplish AD requirements per instructions in No. 109S-35.
EASA AD 2009-0274-E	BT No. 109K-53 and 109-131 both dated 18 December 2009.	Model A109A, A109AII, A109C and A109K2 main rotor scissor fitting.	Accomplish AD requirements per instructions in the applicable BT.
EASA AD 2010-0222-E	BT No. 109-132 dated 22 October 2010.	Model A109A and A109AII tail rotor hub plug.	Accomplish AD requirements per instructions in No. 109-132.

Note 2: Each part of this AD (each individual ENAC and EASA AD) shall be certified in the aircraft log book separately.

Note 3: Manufacturer service information at later approved revisions is acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: DCA/A109/1 - 25 November 2010
DCA/A109/1A - 27 September 2012

DCA/A109/2 Main Rotor Blades – Inspection

Applicability: Model A109E helicopters fitted with main rotor blades P/N 709-0103-01 (all dash numbers) with S/N all through 1428 with prefix A5 or EM.

Requirement: To prevent MRB failure accomplish the inspections in Agusta Bollettino Tecnico 109EP-1, Revision B, dated 19 December 2000.

Note: This AD supersedes ENAC AD 98-319 dated 15 September 1998.

(ENAC AD 2000-573 refers)

Compliance: Within the next 10 hours TIS unless already accomplished and thereafter at intervals not to exceed 25 hours TIS.

Effective Date: 25 November 2010

DCA/A109/3 Engine Exhaust Ejectors – Inspection

Applicability: Model A109E helicopters, all S/N.

Requirement: To prevent engine exhaust ejector failure accomplish the following:

1. For model A109E helicopters, S/N all through 11036 accomplish the inspection/modification per part I in AGUSTA Bollettino Tecnico 109EP-3, dated 22 December 1998 or later EASA approved revisions.

2. For model A109E helicopters, S/N all through 11036 accomplish the inspection/modification per part II in AGUSTA Bollettino Tecnico 109EP-3, dated 22 December 1998 or later EASA approved revisions.

Note: This AD pertains to the inspection and modification of engine exhaust ejectors installation P/N 109-0601-51.

(ENAC AD 1998-465 refers)

Compliance: 1. Before further flight, unless already accomplished, and thereafter at intervals not to exceed 25 hours TIS for all A109E helicopters accomplish part III in AGUSTA Bollettino Tecnico 109EP-3.

2. Within the next 10 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 25 hours TIS for all A109E helicopters accomplish part III in AGUSTA Bollettino Tecnico 109EP-3.

Effective Date: 25 November 2010

DCA/A109/4 Cancelled – EASA AD 2020-0230 refers

Effective Date: 5 November 2020

DCA/A109/5A Hydraulic Pipes – Inspection

Applicability: Model A109E aircraft, all S/N fitted with hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103.

Note 1: This AD revised to reference Agusta Bollettino Tecnico (BT) 109EP-73 original issue or later EASA approved revisions.

Requirement: To prevent loss of hydraulic fluid from the number 1 hydraulic system due to the possibility of interference between the hydraulic pipes and the tail rotor control rod assembly, accomplish the following:

1. Inspect the hydraulic pipes with P/N 109-0761-64-103 and P/N 109-0761-65-103 per part I of Agusta Bollettino Tecnico (BT) 109EP-73 original issue or later EASA approved revisions. If interference is found between the hydraulic pipes and the tail rotor control rod assembly, accomplish the instructions in part II of Agusta BT 109EP-73, before further flight.

2. Replace the hydraulic pipes P/N 109-0761-64-103 and P/N 109-0761-65-103 with pipes P/N 109-0763-96-101 and P/N 109-0763-97-101 per the instructions in part II of Agusta BT 109EP-73.

3. Hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103 held as spares shall not be fitted to any aircraft.

Note 2: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.
(EASA AD 2007-0231 refers)

Compliance:
1. Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.
2. By 21 May 2011 unless previously accomplished.
3. From 25 November 2010 (effective date of DCA/A109/5).

Effective Date: DCA/A109/5 - 25 November 2010
DCA/A109/5A - 21 April 2011

DCA/A109/6 Cargo Hook Lever – Inspection

Applicability: Model A109E aircraft fitted with a single hook installation P/N 109-0810-31-133 or double hook installation P/N 109-0810-31-133 or 109-0811-75-121 and with hook P/N 528-010-01.

Model A109S aircraft fitted with a single hook installation P/N 109-0810-31-145, or double hook installation P/N 109-0810-31-145 or 109-0811-75-127 and with hook P/N 528-010-01.

Model A109LUH aircraft fitted with a single hook installation P/N 109-0810-31-151 and with hook P/N 528-010-01.

Requirement: To prevent failure of the cargo hook, inspect the lever P/N 232-028-00 for condition per the instructions in Agusta Alert SB No. 109EP-78, 109L-006 or 109S-12 as applicable, all at original issue or later EASA approved revisions. If the lever is cracked, repair as required before further hoist operations.
(EASA AD 2007-0160-E refers)

Note 1: Compliance with the inspection requirement of this AD before every hoist mission may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be subsequently accomplished under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: Agusta S.p.A. is continuing the investigation to establish a terminating action.

Compliance: Before the next hoist operation or by 25 December 2010 whichever is the sooner, and thereafter before every hoist operation.

Effective Date: 25 November 2010

DCA/A109/7 Exhaust Duct Clamps – Inspection

Applicability: Model A109A, A109AII and A109C helicopters, all S/N.

Requirement: To prevent failure of the exhaust duct clamps, inspect the grooved clamps P/N 4606AC fixing the engine exhaust duct per the instructions in Agusta "Bollettino Tecnico" 109-123 dated 16 November 2006 or later EASA approved revisions.

If any cracks and/or corrosions is found, discard and replace the affected grooved clamp.
(EASA AD 2007-0041 refers)

Compliance: Within the next 50 hours TIS or by 25 January 2011 whichever occurs sooner and thereafter at intervals not to exceed 300 hours TIS, or every 12 months whichever occurs sooner.

Effective Date: 25 November 2010

DCA/A109/8 Tail Rotor Blades – Inspection

Applicability: Model Agusta A109E helicopters, all S/N fitted with Tail Rotor Blades P/N 109-8132-01-111.

Requirement: To prevent failure of the tail rotor blades accomplish the inspections and corrective actions as required, at the thresholds and intervals specified in Agusta BT 109EP-30 revision C or later EASA approved revisions.

Note: Agusta Bollettino Tecnico 109EP-30 revision C and the Agusta A109E Maintenance Planning revision 1 or later approved revisions pertains to the subject of this AD.
(EASA AD 2007-0010 refers)

Compliance: At the thresholds and intervals specified in Agusta BT 109EP-30 unless previously accomplished.

Effective Date: 25 November 2010

DCA/A109/9 Cancelled – AD limited to A109E, S/N 11671 only

Effective Date: 25 August 2011

DCA/A109/10 Cancelled – EASA AD 2017-0085-E refers

Effective Date: 16 May 2017

DCA/A109/11 MLG Actuator Bracket Attachment Bolts – Inspection

Applicability: Model A109A, A109AII and A109C aircraft, all S/N.

Requirement: To prevent failure of the MLG, accomplish the following:

1. Replace the RH and LH MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10 and torque per the instructions in part I of AgustaWestland BT 109-133, dated 04 November 2011 or later approved revisions.

2. Inspect the RH and LH MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10 per the instructions in part II of BT 109-133.

If any defects are found with any of the MLG actuator bracket attachment bolts, replace all the bolts on the affected side (RH or LH MLG, as applicable) before further flight per the instructions in part I of BT 109-133.

(EASA AD 2011-0236 correction refers)

Compliance: 1. Within the next 100 hours TIS or by 26 June 2012 whichever occurs sooner.

2. Within the next 100 hours TIS after replacement of the MLG actuator bracket attachment bolts per requirement 1 of this AD, and thereafter at intervals not to exceed 100 hours TIS or 12 months whichever occurs sooner.

Note: The replacement of MLG actuator bracket attachment bolts per the requirement of this AD is not a terminating action for the repetitive inspections mandated by this AD.

Effective Date: 26 January 2012

DCA/A109/12 Tail Rotor Duplex Bearing Ring Nut – Inspection

Applicability: Model A109E helicopters, S/N 11002 through to 11807, except 11796
Model A109LUH felicopters, all S/N
Model A109S, all S/N
Model AW109SP, S/N 22202 through to 22278, except 22239, 22264, 22266, 22272, 22273, 22275 and 22277
Model A109C helicopters, all S/N
Model A109K2 helicopters, all S/N

Requirement: To prevent loss of the tail rotor duplex bearing ring nut, accomplish the requirements in EASA AD 2012-0195-E.

Note: AgustaWestland BT 109-134 dated 21 September 2012, AgustaWestland BT 109SP-051 dated 21 September 2012, AgustaWestland BT 109S-48 dated 21 September 2012, AgustaWestland BT 109L-051 dated 21 September 2012, AgustaWestland BT 109EP-121 dated 21 September 2012, AgustaWestland BT 109K-54 dated 21 September 2012, AgustaWestland A109E MM “A109E-MM” second issue, Revision 2 dated 29 June 2012, AgustaWestland A109LUH MM “09-A/AM-00-X” Issue 1.0, Change 15 dated 15 December 2011, AgustaWestland A109S & AW109SP MM “0B-A-AMP-00-X” dated 08 June 2012, AgustaWestland A109C MM “A109C-MM” Basic Issue, Rev. 15 dated 14 July 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012, AgustaWestland A109K2 MM “A109K2-MM” Basic Issue, Rev. 15 dated 15 September 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0195-E refers)

Compliance: At the compliance times specified in EASA AD 2012-0195-E.

Effective Date: 27 September 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0208 Cancelled – EASA AD 2013-0290 refers

Effective Date: 23 December 2013

2013-0009 Blade Retaining Bolts – Inspection

Applicability: A109C, A109K2, A109E and A119 helicopters, all S/N.

Effective Date: 25 January 2013

2013-0118 Cancelled – EASA AD 2015-0096 refers

Effective Date: 12 June 2015

2013-0225-E Tail Rotor Driveshaft – Inspection

Applicability: A109A, A109AII and A109C helicopters, all S/N.

A109E helicopters, all S/N up to 11832 inclusive, except S/N 11796, from 11808 to 11810 inclusive and from S/N 11812 to 11829 inclusive.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N up to 22316 inclusive, except S/N 22284, 22286, 22307 and 22308.

A119 and AW119MKII helicopters, all S/N up to 14811 inclusive, except 14805 and 14807.

Effective Date: 21 September 2013

2013-0265-E Main Rotor Swashplate Support Nut – Inspection

Applicability: A109A, A109AII and A109C helicopters, all S/N.

A109E helicopters, all S/N.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N.

A119 and AW119MKII helicopters, all S/N.

Effective Date: 1 November 2013

2013-0290 Main Rotor Lag Damper – Inspection

Applicability: A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all S/N.

Effective Date: 23 December 2013

2014-0037 Main Rotor Driveshaft Nuts – Inspection

Applicability: A109E helicopters, all S/N up to S/N 11811 inclusive, except S/N 11796.

A109K2 helicopters, all S/N.

A109LUH helicopters, all S/N.

A109S helicopters, all S/N.

AW109SP helicopters, all S/N up to 22327 inclusive, except S/N 22284, 22286, 22307, 22321, 22323 and 22326.

Effective Date: 28 February 2014

2014-0150 Cancelled – EASA AD 2019-0294 refers

Effective Date: 18 December 2019

2014-0238-E MGB Support Assembly – Inspection

Applicability: All A109A, A109AII, A109C, A109E, A109K2, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters.

Effective Date: 4 November 2014

2015-0025-E Main Rotor Blades – Inspection

Applicability: A109A helicopters, S/N 7154 through to 7255 inclusive, and

A109AII helicopters, all S/N.

Effective Date: 20 February 2015

2015-0035-E Tail Rotor Pitch Control Link Assembly – Inspection

Applicability: A109A, A109AII, A109C, A109E, A109K2, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all S/N.

Effective Date: 3 March 2015

2015-0054 Drive Shaft Assembly – Inspection

Applicability: A109A helicopters, all S/N if modified in service by installation of retrofit kit 109-0820-27-101 (AgustaWestland Bolletino Tecnico (BT) 109-045).

A109AII, A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 10 April 2015

2015-0096 Main Gearbox Gleason Crown – Inspection

Applicability: A109E, A109K2, A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2015

2015-0097 Cancelled – EASA AD 2020-0142 refers

Effective Date: 30 July 2020

2015-0190R1 Cancelled – EASA AD 2016-0213 refers

Effective Date: 31 October 2016

2010-0190-E Passenger Sliding Door Locks – Inspection

Applicability: AW109SP helicopters, S/N 22202, and S/N 22204 through to 22211.

Effective Date: 22 October 2015

2015-0022 Airworthiness Limitations – Amendment

Applicability: AW109SP helicopters, S/N 22202, and S/N 22204 through to 22213.

Effective Date: 22 October 2015

2015-0227 Passenger Cabin Sliding Doors – AFM Amendment

Applicability: A109S helicopters, all S/N.

Effective Date: 3 December 2015

2016-0173-E Tail Rotor Blade Retention Bolts – Inspection

Applicability: A109E, A109K2, A109LUH, A109S, A119, AW109SP and AW119MKII helicopters, all S/N.

Effective Date: 26 August 2016

2016-0213 Main Rotor Blades – Inspection

Applicability: A109A and A109AII helicopters, all S/N.

Effective Date: 31 October 2016

2016-0261R1 Fire Extinguisher Bottles – Inspection

Applicability: A109LUH, A109E, A109S and AW109SP helicopters, all S/N.

Note: EASA AD 2016-0261R1 revised to expand the AD applicability to include additional affected fire extinguisher kit part numbers. The AD is still considered an interim action and further AD action may follow.

Effective Date: EASA AD 2016-0261 - 4 January 2017
EASA AD 2016-0261R1 - 27 February 2020

2017-0025 Hoist – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 21 February 2017

2017-0046-E Engine and Transmission Oil Cooling System – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 14 March 2017

2017-0085-E Elevator Assembly – Inspection

Applicability: A109S and AW109SP helicopters, all S/N.

Effective Date: 16 May 2017

2017-0176-E Main Rotor Blades – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 18 September 2017

2018-0053-E Swashplate Support - Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 22 March 2018

2018-0120-E Cancelled - EASA AD 2018-0149-E

Effective Date: 17 July 2018

2018-0149-E Electrical Cables - Inspection

Applicability: A109S helicopters, S/N 22702, 22703, 22705 and 22706.

AW109SP helicopters, all S/N up to 22386 inclusive, except S/N 22375 and 22376.

Effective Date: 17 July 2018

2018-0205 Main Rotor Floating Ring Assembly - Inspection

Applicability: A109E, A109S, A109LUH and AW109SP helicopters, all S/N.

Effective Date: 21 September 2018

2018-0280 Mixing Control Connecting Link – Inspection

Applicability: A109A, A109AII, A109C, A109E, A109K2, A109S and A109LUH helicopters, all S/N, and

AW109SP helicopters, all S/N.

Effective Date: 24 December 2018

2019-0182 Enhanced MLG Strut Assembly – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 29 August 2019

2019-0213 Hydraulic Pumps – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 26 September 2019

2019-0294 Vertical Fin Vibration Absorber – Inspection

Applicability: A109S and AW109SP helicopters, all S/N.

Effective Date: 18 December 2019

2020-0065 Main Rotor Blades – Inspection

Applicability: A109A and A109AII helicopters, all S/N.

Effective Date: 3 April 2020

2020-0142 Tail Rotor Drive Slider Assembly Pitch Control – Inspection

Applicability: A109A and A109AII helicopters, all S/N.

Effective Date: 30 July 2020

2020-0230 Main Rotor Blade Tip Cap – Inspection

Applicability: A109E, A109K2 and A109C helicopters, all S/N.

Effective Date: 5 November 2020

2020-0256 Cancelled – EASA AD 2022-0153 refers

Effective Date: 11 August 2022

2021-0031 Gearbox Assembly – Inspection

Applicability: A109E helicopters, all S/N up to and including 11160.

Effective Date: 5 February 2021

2021-0065 Wiring Protection – Modification

Applicability: AW109SP helicopters, S/N 22375 and 22387 through to 22422, except S/N 22404, 22405, 22407, 22409, 22413, 22415, 22419, 22420 and 22421.

A109S helicopters, S/N 22707 through to 22717, 22721, 22723, 22729 and 22731 through to 22734.

Effective Date: 25 March 2021

2021-0067 Rotor Brake Control Cable – Inspection

Applicability: A109A, A109AII, A109C, A109K2, A109E and AW109SP helicopters, all S/N fitted with a rotor brake kit as identified in Table 1 of EASA AD 2021-0067.

A109S helicopters, all S/N up to 22199 fitted with a rotor brake kit P/N 109-0810-63-111.

Effective Date: 25 March 2021

2021-0144 Tail Rotor Shaft Assembly – Inspection

Applicability: A109C, A109K2, A109E, A109S and AW109SP helicopters, all S/N.

Effective Date: 1 July 2021

2021-0179 Hoist Support Assembly – Inspection

Applicability: AW109SP helicopters, all S/N.

Effective Date: 10 August 2021

2021-0255 (Correction) Control Rods and Levers – Inspection

Applicability: A109S helicopters fitted with TREKKER KIT, S/N 22735, 22736 and 22737, and

AW109SP helicopters, S/N 22407, 22408, 22409, 22412, 22414 to 22427 included, and 22429.

Effective Date: 29 November 2021

2022-0037 (Correction) Main Rotor Rotating Scissor Assembly – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: EASA AD 2022-0037 - 21 March 2022
EASA AD 2022-0037 (Correction) - 31 March 2022

2022-0153 Cancelled – EASA AD 2024-0004 refers

Effective Date: 19 January 2024

FAA AD 2023-01-02 Dart Aerospace Floats – Inspection

Applicability: A109, A109A, A109A II, A109C, A109E, A109K2, A109S and AW109SP helicopters, modified by STC SR01812LA with A109 Float (with/without Life rafts System) DART Aerospace 634.4100 Kit Series P/N 634.4101, 634.4102, 634.4103, 634.4104, 634.4106, or 634.4107 with float assembly P/N 644.0501, 644.0502, 644.0503, 644.0504, 644.0505, or 644.0506.

Effective Date: 17 February 2023

2023-0105 Tail Rotor Duplex Bearing Housing and Slider Group Assembly – Inspection

Applicability: A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 6 June 2023

2023-0159 Main Rotor Blade Tip Caps – Inspection

Applicability: A109C, A109E, A109S and AW109SP helicopters, all S/N.

Effective Date: 24 August 2023

2024-0004 Centre Fuselage Frame Assembly – Inspection

Applicability: A109E helicopters, all S/N, and

A109S helicopters, all S/N up to 22199 inclusive, and

A109LUH helicopters, all S/N.

Effective Date: 19 January 2024

2024-0193 Engine Fire Extinguisher Bottle Connections – Inspection

Applicability: A109E helicopters, all S/N; and

A109LUH helicopters, all S/N; and

A109S helicopters, all S/N and not fitted with the Trekker Kit; and

A109S helicopters, all S/N up to 22748 (inclusive), except S/N 22742 and S/N 22747 and fitted with the Trekker Kit; and

AW109SP helicopters, S/N 22201 through to 22460 (inclusive), S/N 22462, 22463 and 22464.

Effective Date: 31 October 2024

2024-0228 (Correction) Hoist – Inspection

Applicability: A109E, A109K2 and A109S helicopters, all S/N.

Note: EASA AD 2024-0228 corrected to include reference to the TCDS numbers, which were erroneously omitted in the original publication.

Effective Date: EASA AD 2024-0228 - 6 December 2024
EASA AD 2024-0228 (Correction) - 19 June 2025

2025-0051R1 Hoist – Replacement

Applicability: AW109SP helicopters, all S/N.

Note: Since EASA AD 2025-0051 was issued it has been determined that the rescue hoist assembly P/N for Leonardo AW109SP is incorrect. This AD is revised to correct the rescue hoist assembly P/N for Leonardo AW109SP and to clarify that the “cycles”, referred to in Table 2 and Table 3 of the AD are “hoist cycles”.

Affected Part: Rescue hoist assemblies identified in Table 1 of EASA AD 2025-0051R1 with a S/N identified in the applicable referenced ASB, except those hoists modified in accordance with the instructions in Onboard Systems (previously Goodrich) SB 44314-398-01 (for Leonardo helicopters), or Onboard Systems (previously Goodrich) SB 44301-398-01 (for AH and AHD helicopters). The leading digit in the Rescue Hoist assembly S/N as listed in the applicable referenced ASB is irrelevant (0XXXX is the same as 4XXXX or 5XXXX). The leading digit may differ depending on prior modifications or conversions.

Effective Date: EASA AD 2025-0051 - 27 March 2025
EASA AD 2025-0051R1 - 29 May 2025

2025-0131 Main Rotor Swashplate Nuts – Inspection

Applicability: A109E, A109LUH, A109S and AW109SP helicopters, all S/N.

Effective Date: 30 June 2025

*** 2025-0142 Cyclic Pitch and Roll Actuators – Inspection**

Applicability: A109A, A109AII, A109C, A109K2 and A119 helicopters, all S/N.

Effective Date: 21 July 2025

*** 2025-0148 Swashplate Duplex Bearing – Inspection**

Applicability: A109A, A109AII, A109C, A109K2, A109E and A109LUH helicopters, all S/N.

A109S helicopters, all S/N up to 22748 (inclusive), except 22742.

AW109SP helicopters, all S/N up to 22465 (inclusive), except 22461.

Effective Date: 31 July 2025

Airworthiness Directive Schedule

Helicopters

Leonardo A119 and AW119MKII

31 July 2025

Notes:

1. This AD schedule is applicable to Leonardo A119 and AW119MKII helicopters manufactured under both the European Aviation Safety Agency (EASA) Type Certificate No. R.005 and the FAA Type Certificate No. H7EU.
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/

   FAA ADs can be obtained from the FAA website at: Dynamic Regulatory System (faa.gov)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/A119/1 Tail Rotor Blades – Inspection

Applicability: All model A119 aircraft fitted with tail rotor blades P/N 109-8132-01-107.

Requirement: To prevent failure of a blade resulting in loss of control of the aircraft, accomplish the following:

1. Visually inspect both sides of each blade for cracks per the instructions in part I of Agusta Bollettino Tecnico (ABT) No. 119-1, revision A, dated 22 August 2001.

Replace cracked blades before further flight.

Note 1: Compliance with Requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. The 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).

2. Inspect each blade for cracks using a 5X power or higher magnifying glass per the instructions in part II, paragraphs 1 through to 6, of ABT No. 119-1.

Replace cracked blades before further flight.

3. Dye penetrant inspect each blade for cracks per the instructions in part III, paragraphs 1 through to 4.5, of ABT No. 119-1.

Replace cracked blades before further flight.

4. Replace tail rotor blades P/N 109-8132-01-107, per the instructions in part IV of ABT No. 119-1.

Note 2: Before installing tail rotor blades P/N 109-8132-01-107 held as spares comply with the instructions specified in this AD and ABT No. 119-1.

Note 3: The limitations section of the maintenance manual shall be amended to establish a 50 hour life limit for blades P/N 109-8132-01-107.

5. Replace tail rotor blades P/N 109-8132-01-107 with tail rotor blade P/N 109-8132-01-111 per Agusta Bollettino Tecnico (ABT) No. 119-2, dated 20 September 2001.

Note 4: Accomplishment of requirement 5 is a terminating action to the inspection requirements of this AD. Tail Rotor blades P/N 109-8132-01-111 have a life limit of 1000 hours TIS.

(ENAC AD 2001-426 and ENAC AD 2001-374 refers)

Note 5: This AD supersedes ENAC AD 2001/348 dated 20/8/2001.

Compliance: 1. Before every flight.

2. Within the next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS or after any abnormal increase in aircraft vibration.

3. Within the next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS.

4. Before accumulating 50 hours TTIS.

5. By 30 April 2007, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/2 Vertical Gyroscopes Model VG-208C – Replacement

Applicability: All model A119 aircraft fitted with vertical gyroscopes P/N 501-1210-01 (MFR Model VG-208C) with S/Ns 2556 through to 2694 not embodied with Modification 17.

Requirement: To prevent failure of the vertical gyroscope due to the possible incorrect installation of the pitch stop screw, accomplish the following:

1. Replace the vertical gyroscope per the instructions in Agusta Bollettino Tecnico (ABT) No. 119-3, dated 21 December 2001.

2. Vertical gyroscopes P/N 501-1210-01 (MFR Model VG-208C), S/Ns 2556 through to 2694 not embodied with Modification 17, may not be installed on an aircraft.

(ENAC AD 2002-004 refers)

Compliance: 1. By 30 April 2007, unless already accomplished.

2. From the effective date of this AD.

Effective Date: 29 March 2007

DCA/A119/3 Hydraulic Pumps – Inspection

Applicability: All model A119 aircraft fitted with hydraulic pump P/N 109-0760-42-101.

Requirement: To prevent the hydraulic fluid from contaminating the transmission oil due to the possibility of a damaged hydraulic pump seal, accomplish the following:

1. Check the hydraulic fluid level. If excessive hydraulic fluid consumption is noted with no signs of external leaks, accomplish a transmission oil analysis to establish the possibility of contamination with hydraulic fluid.

Contaminated transmissions must be removed from service, before further flight.

Accomplish these instructions per Agusta Bollettino Tecnico (ABT) No. 119-4, dated 5 February 2002.

2. Replace hydraulic pump with P/N 109-0760-42-103, per ABT No. 119-4.

(ENAC AD 2002-113 refers)

Note: Hydraulic pumps P/N 109-0760-42-101 can be reworked to -103 per a manufacturer approved repair scheme.

Compliance: 1. At every daily inspection.

2. By 28 September 2007, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/4 Windshield Wiper System – Placard and Modification

Applicability: Model A119 aircraft, S/Ns all through 14022.

Requirement: To prevent the windshield wiper electrical sytem overheating due to the possibility of a system overload, accomplish the following:

1. For aircraft S/Ns 14017 through to 14021.

a. Deactivate the windshield wipers and install a warning placard per the instructions in part I of Agusta Bollettino Tecnico (ABT) No. 119-5, dated 22 May 2002.

WINDSCREEN WIPERS INOPERATIVE

b. Modify the windshield wiper electrical system per the instructions in part II of ABT No. 119-5.

2. For aircraft S/Ns all through 14022, except S/Ns 14017, 14018, 14019, 14020 and 14021.

Modify the windshield wiper electrical system per the instructions in part III of ABT No. 119-5.
(ENAC AD 2002-309 refers)

Compliance: 1.a. Within the next 5 hours TIS, unless requirement 1.b. has been accomplished.
1.b. By 31 July 2007.
2. When relay P/N T412-DJ1001-C is replaced with relay P/N TDH-8070-1001P and/or T412-2006.

Effective Date: 29 March 2007

DCA/A119/5 Tail Rotor Blades – Inspection

Applicability: All model A119 aircraft.

Requirement: To prevent tail rotor blade fracture possibly causing the loss of a blade and resulting in the loss of aircraft control, accomplish the following:

1. For aircraft fitted with tail rotor hub and blade assembly P/N 109-8131-02-149, install a placard per part I of Agusta Bollettino Tecnico (ABT) No. 119-6 Revision A, dated 12 July 2002.

Reduce all Vne by 30 KIAS
optional equipment included

2. Visually inspect the tail rotor blades, per the instructions in part II of Agusta ABT No.119-6. Replace cracked blades before further flight.

Note: Compliance with Requirement 2 of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection per 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).

3. Inspect the tail rotor blades using a 5X magnifying glass and/or a dye penetrant method, per the instructions in part III of ABT No. 119-6. Replace cracked blades before further flight.

4. For aircraft fitted with tail rotor hub and blade assembly P/N 109-8131-02-149, rework the tail rotor assembly per part IV of ABT No. 119-6.
(ENAC AD 2002-367 refers)

Compliance: 1. Before further flight.
2. Before every flight.
3. Within the next 25 hours TIS, unless already accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, or after any abnormal increase in aircraft vibration.
4. By 31 May 2007, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/6 Transmission Support Attachment Bolts – Inspection

Applicability: Model A119 aircraft, S/Ns all through 14037, except 14036.

Requirement: To prevent detachment of the transmission due to the possibility of the attachment bolts being fractured, accomplish the following:

1. Inspect the airframe mounted main transmission attachment hardware per the instructions in part I of Agusta Technical Bulletin (ATB) No. 119-8, dated 7 April 2004. If any defect is found, accomplish requirement 2 before further flight.

2. Inspect and rework the main transmission support fittings and associated hardware per the instructions in part II of ATB No. 119-8.
(ENAC AD 2004-108 refers)

Compliance: 1. Within the next 5 hours TIS unless already accomplished within the last 10 hours TIS, and thereafter at intervals not to exceed 10 hours TIS until accomplishment of requirement 2.
2. Within the next 25 hours TIS, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/7 Tail Rotor Pitch Control Links – Inspection

Applicability: All model A119 aircraft, fitted with a tail rotor pitch control link assembly P/N 109-0130-05-117 with S/Ns MO001 through to MO773.

Note 1: The AD does not apply to tail rotor pitch control link assembly P/N 109-0130-05-117 with S/N MOxxx and identified with the letter “T” after the S/N.

Requirement: To prevent failure of the tail rotor pitch control links, inspect and rework per the instructions in Agusta Bollettino Tecnico (ABT) No. 119-15 date 27 July 2006, or later approved revisions.

Note 2: Before installing tail rotor pitch control links held as spares, accomplish the requirements of this AD.
(EASA AD 2006-0228-E and ENAC AD 2006-294 refers)

Compliance: Before further flight, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/8A Cargo Hook Lever – Inspection

Applicability: Model A119 aircraft fitted with a single cargo hook installation P/N 109-0810-31-139 or a double cargo hook installation P/N 109-0811-75-115 and with hook P/N 528-010-01.

Note 1: Note 2 revised to allow the visual inspection to be accomplished by the pilot.

Requirement: To prevent failure of the cargo hook, inspect the lever P/N 232-028-00 for condition per the instructions in Agusta Alert SB No 119-21.

If the lever is cracked, repair as required before further hoist operations.
(EASA AD 2007-0160-E refers)

Note 2: Compliance with the inspection requirement of this AD before every hoist mission may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be subsequently accomplished 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: Agusta S.p.A. is continuing the investigation to establish a terminating action.

Compliance: Before the next hoist operation or by 30 September 2007 whichever is the sooner, and thereafter before every hoist operation.

Effective Date: DCA/A119/8 - 11 June 2007
DCA/A119/8A - 30 August 2007

DCA/A119/9 Hydraulic Pipes – Inspection

Applicability: Model A119 aircraft, all S/N fitted with hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103.

Requirement: To prevent loss of hydraulic fluid from the number 1 hydraulic system due to the possibility of interference between the hydraulic pipes and the tail rotor control rod assembly, accomplish the following:

1. Inspect the hydraulic pipes with P/N 109-0761-64-103 and P/N 109-0761-65-103 per part I of Agusta Bollettino Tecnico (BT) 119-22. If interference is found between the hydraulic pipes and the tail rotor control rod assembly, accomplish the instructions in part II of Agusta BT 119-22, before further flight.

2. Replace the hydraulic pipes P/N 109-0761-64-103 and P/N 109-0761-65-103 with pipes P/N 109-0763-96-101 and P/N 109-0763-97-101 per the instructions in part II of Agusta BT 119-22.

Note: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0231 refers)

Compliance:
1. Within the next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
2. By 31 July 2008.
3. From 31 July 2008.

Effective Date: 27 September 2007

DCA/A119/10 Crew Doors – Modification

Applicability: Model A119 aircraft all S/Ns.

Requirement: To ensure that the crew door emergency release system functions correctly without inhibiting the evacuation of the aircraft, inspect and modify the pilot & copilot doors emergency release system in accordance with the instructions of Agusta Alert Bollettino Tecnico BT 119-25. If ANY interference is found between the lower hinge and the housing on the helicopter structure, do the corrective actions as instructed in part II of BT 119-25, before further flight. If NO interference is found between the lower hinge and the housing on the helicopter structure, rework the slots of the lower hinges as instructed in part II of BT 119-25, before 30 June 2008.
(EASA AD 2007-0295-R1 & FAA AD 2008-12-11 refer)

Compliance: Inspect within the next 5 hours TIS or 31 December 2007 whichever occurs first.

Effective Date: 20 December 2007

DCA/A119/11 Tail Rotor Adjustable Rod Assembly – Inspection

Applicability: Model A119 and AW119MKII aircraft, all S/N fitted with a tail rotor adjustable rod assembly P/N 109-0032-08-101.

Requirement: To prevent failure of the tail rotor adjustable rod assembly which could result in damage to the tail rotor controls and loss of aircraft control accomplish the following:

1. Determine the S/N of the tail rotor (T/R) adjustable rod assembly P/N 109-0032-08-101 fitted to the aircraft per the instructions in Agusta Alert Bollettino Tecnico 119-35 dated 23 October 2009 or later EASA approved revisions. If a T/R adjustable rod assembly with S/N 95, 96, 97, 101, 102, 103, 104, 105, 106 or 107 is found fitted to the aircraft, replace with a serviceable T/R adjustable rod assembly with a different S/N.

2. A T/R adjustable rod assembly P/N 109-0032-08-101 with S/N 95, 96, 97, 101, 102, 103, 104, 105, 106 or 107 shall not be fitted to any aircraft.
(EASA AD 2009-0231-E refers)

Compliance:
1. Before further flight.
2. From 29 October 2009.

Effective Date: 29 October 2009

DCA/A119/12 Tail Rotor Gearbox Assembly – Inspection

Applicability: Model A119 and AW119MKII helicopters, all S/N fitted with tail rotor gearbox P/N 109-0440-06-103.

Requirement: To prevent failure of the tail rotor gearbox due to the possibility that a bush P/N 109-0135-14-101 has not been fitted to the gearbox which could result in loss of aircraft control, accomplish the following:

1. Inspect the tail rotor gearbox assembly P/N 109-0440-06-103 per the instructions in Agusta Alert Bollettino Tecnico (BT) 119-38 dated 25 March 2010 or later EASA approved revisions. If a bush P/N 109-0135-14-101 is not found fitted, replace the tail rotor gearbox assembly per the instructions of Agusta Alert BT 119-38. If the bush P/N 109-0135-14-101 is found fitted, re-identify the tail rotor gearbox with new P/N 109-0440-06-105 by fitting nameplate P/N A149A003A1 per the instructions of Agusta Alert BT 119-38.

2. A tail rotor gearbox assembly P/N 109-0440-06-103 shall not be fitted to any helicopter.
(EASA AD 2010-0059-E refers)

Compliance:
1. Before further flight.
2. From 31 March 2010.

Effective Date: 31 March 2010

DCA/A119/13 Cancelled – DCA/A119/14 refers

Effective Date: 3 June 2011

DCA/A119/14 Pilot and Co-pilot Control Box Assemblies – Inspection

Applicability: Model A119 and AW119MKII aircraft, all S/N fitted with a pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107.

Note 1: This AD supersedes DCA/A119/13 to introduce a terminating modification per BT 119-39 revision A, dated 23 May 2011.

Requirement: To prevent loss of pilot and co-pilot engine throttle synchronisation which could result in loss of manual throttle control and loss of aircraft control, accomplish the following:

1. Inspect the pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107 to determine that the gear locking pin is correctly installed and seated per the instructions in Agusta Alert Bollettino Tecnico (BT) 119-39 revision A, dated 23 May 2011 or later approved revisions. If the gear locking pin is missing or found partially unseated, or found recessed for more than 2.00 mm, replace the affected control box with a control box that has been modified per the instructions in part III of BT 119-39 before further flight.

2. Modify both the pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107 per the instructions in part III of BT 119-39.

3. A pilot control box assembly P/N 109-0010-81-103 or a co-pilot control box assembly P/N 109-0010-81-107 shall not be fitted to any aircraft unless the control box assembly has been modified per requirement 2 of this AD.

Note 2: The accomplishment of requirement 2 of this AD is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.
(EASA AD 2011-0095-E refers)

Compliance:
1. Within the next 5 hours TIS or by 24 June 2011 whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS until the instructions in part III of BT 119-39 have been accomplished.
2. By 3 February 2012.
3. From 3 June 2011.

Effective Date: 3 June 2011

DCA/A119/15 Tail Rotor Drive Shaft – Replacement

Applicability: Model A119 and AW119MkII helicopters, all S/N fitted with tail rotor drive shaft P/N 109-0425-77-101, S/N Q211 through to Q252 and R253 through to R347, or P/N 109-0425-77-103, S/N R346/1 through to R355/1.

Requirement: To prevent tail rotor drive shaft failure, accomplish the following:

1. Replace affected tail rotor drive shafts (TRDS) per the instructions in AgustaWestland Bollettino Tecnico 119-45 dated 08 February 2012 or later approved revisions.

2. A TRDS affected by this AD shall not be installed on any aircraft.

(EASA AD 2012-0029 refers)

Compliance: 1. For TRDS with less than 2400 hours TIS:

Before accumulating 2450 hours TIS or by 29 September 2012 whichever occurs sooner.

For TRDS with 2400 or more hours TIS:

Within the next 50 hours TIS or by 29 September 2012 whichever occurs sooner

2. From 29 September 2012

Effective Date: 29 February 2012

DCA/A119/16 Door Windows – Inspection

Applicability: Model A119 and AW119MkII helicopters, S/N all through to 14781.

Requirement: To prevent loss of the pilot and/or co-pilot door windows in flight, accomplish the inspections and corrective actions specified in EASA AD 2012-0058.

Note: AgustaWestland Bollettino Tecnico 119-47 dated 29 March 2012 or later approved revisions pertains to the subject of this AD.

(EASA AD 2012-0058 refers)

Compliance: At the compliance times specified in EASA AD 2012-0058.

Effective Date: 26 April 2012

DCA/A119/17 Landing Gear Crossbeam – Inspection

Applicability: Model A119 helicopters, S/N all through to 14700, except those aircraft embodied with Agusta Bollettino N° 119-26.

Requirement: To prevent failure of the landing gear crossbeam due to possible fatigue, accomplish the requirements in EASA AD 2012-0139.

Note: AgustaWestland BT 119-48, original issue dated 26 July 2012 or later approved revisions are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0139 refers)

Compliance: At the compliance times specified in EASA AD 2012-0139.

Effective Date: 30 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
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.

2013-0208 Cancelled – EASA AD 2013-0290 refers

Effective Date: 23 December 2013

2013-0009 Blade Retaining Bolts – Inspection

Applicability: A119 helicopters, all S/N.

Effective Date: 25 January 2013

2013-0118 Cancelled – EASA AD 2015-0096 refers

Effective Date: 12 June 2015

2013-0225-E Tail Rotor Driveshaft – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N up to 14811 inclusive, except 14805 and 14807.

Effective Date: 21 September 2013

2013-0265-E Main Rotor Swashplate Support Nut – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 1 November 2013

2013-0290 Main Rotor Lag Damper – Inspection

Applicability: A119, and AW119MKII helicopters, all S/N.

Effective Date: 23 December 2013

2014-0175-CN Cancelled – Transport Canada AD CF-2015-01 refers

Effective Date: 3 February 2015

2014-0238-E MGB Support Assembly – Inspection

Applicability: All A119 and AW119MKII helicopters.

Effective Date: 4 November 2014

2015-0035-E Tail Rotor Pitch Control Link Assembly – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 3 March 2015

2015-0096 Main Gearbox Gleason Crown – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2015

2016-0173-E Tail Rotor Blade Retention Bolts – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 26 August 2016

2017-0176-E Main Rotor Blades – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 18 September 2017

2018-0124 Fuel Control Unit – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2018

2018-0156 Cancelled – EASA AD 2020-0206 refers

Effective Date: 14 October 2020

2018-0205 Main Rotor Floating Ring Assembly - Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 21 September 2018

2018-0270 Passenger Windows – Inspection

Applicability: AW119MKII helicopters, S/N 14831, 14834, 14838, 14840, 14841, 14842, 14843, 14844, 14901, 14904, 14905, 14906 and 14918.

Effective Date: 26 December 2018

2018-0280 Mixing Control Connecting Link – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 24 December 2018

2019-0057 Cancelled – EASA AD 2021-0096 refers

Effective Date: 29 April 2021

2019-0194-E Cancelled – EASA AD 2020-0128 refers

Effective Date: 25 June 2020

2020-0128 Tail Rotor Duplex Bearing and Plug – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N up to 14972 inclusive, except S/N 14950, 14957, 14961, 14962, 14964, 14965, 14967 and 14970.

Effective Date: 25 June 2020

2020-0206 Gearbox Output Shaft – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 14 October 2020

2021-0040 Instrument Wiring – Inspection

Applicability: AW119MKII helicopters, all S/N from 14901 through to 14963 inclusive, except S/N 14937, 14938, 14940, 14950, 14961 and 14962.

Effective Date: 25 February 2021

2021-0096 Cancelled – EASA AD 2023-0035 refers

Effective Date: 24 February 2023

2022-0037(Correction) Main Rotor Rotating Scissor Assembly – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: EASA AD 2022-0037 - 21 March 2022
EASA AD 2022-0037 (Correction) - 31 March 2022

2022-0148 Starter Generator Drive Shaft – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 28 July 2022

2023-0035 Collective Stick Torque Tube Assembly – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N up to 14999 inclusive.

Effective Date: 24 February 2023

2023-0210 Battery – Modification

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 11 December 2023

2025-0131 Main Rotor Swashplate Nuts – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 30 June 2025

*** 2025-0142 Cyclic Pitch and Roll Actuators – Inspection**

Applicability: A119 helicopters, all S/N.

AW119MKII helicopters, S/N 14701 to 14999 (inclusive), 15001 to 15035 (inclusive), 15521 to 15535 (inclusive) and 15801 to 15927 (inclusive), except 15809 and 15810.

Effective Date: 21 July 2025

*** 2025-0148 Swashplate Duplex Bearing – Inspection**

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 31 July 2025

Airworthiness Directive Schedule

Gliders

Schempp-Hirth

31 July 2025

Notes:

1. This AD schedule is applicable to Schempp-Hirth gliders manufactured under LBA / EASA Type Certificate Numbers:

Aircraft Model:	LBA/EASA TC No:	Aircraft Model:	LBA/EASA TC No:
Arcus	A.532	Nimbus 2	286
Arcus M	A.532	Nimbus 3DM	847
Arcus T	A.532	Nimbus-3D	373
Cirrus	265	SHK-1	258
Discus a	360 (A.049)	Standard Cirrus	278
Discus b	360 (A.049)	Standard Cirrus B	278
Discus CS	SAI 90-01	Ventus a	349 (A.274)
Discus 2a	360 (A.049)	Ventus b	349 (A.274)
Discus 2b	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2c	360 (A.049)	Ventus bT	825
Discus-2c FES	A.50	Ventus c	349 (A.274)
Discus-2cT	A.50	Ventus cM	825
Discus-2T	A.50	Ventus cT	825
Duo Discus	396 (A.025)	Ventus 2a	349 (A.274)
Duo Discus T	890	Ventus 2b	349 (A.274)
Janus	295	Ventus 2cT	825
Janus B	295	Ventus 3F	A.627
Janus C	295	Ventus 3M	A.627
Janus Ce	295	Ventus 3T	A.627
Janus CM	809		
Mini-Nimbus B	328		
Mini-Nimbus HS7	328		

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

Contents

DCA/SH/1A Spacer Block Glued Joint - Inspection

Applicability: All Standard Austria S and SH gliders.

Requirement: Inspect the glued joint of the spacer block to the fuselage shell. If any cracks are detected, or if the glued seam is not evenly visible all around the block, or shows any signs of tears, modify per Schempp-Hirth Modification Nr 8 (Drawing Nr 235-A8) before further flight.

Compliance: Before further flight, and thereafter at intervals not exceeding 50 hours TIS or 6 months whichever is the sooner.

Effective Date: DCA/SH/1 - 31 August 1970
DCA/SH/1A - 30 August 1991

DCA/SH/2 Cancelled - DCA/SH/1A refers

DCA/SH/3 Cancelled - Purpose fulfilled

DCA/SH/4 Rudder Control Cable Guide Pulleys - Modification

Applicability: All Standard Austria S, SH, SH-1 gliders.

Requirement: Modify per Schempp-Hirth Standard Austria S, SH, SH-1 Revision Nr 10 dated 10 February 1967.

Compliance: Within the next 10 hours TIS

Effective Date: 31 August 1970

DCA/SH/5A Glued Joint Area Between Bulkhead and Plywood Shell - Inspection

Applicability: All SHK-1 and Standard Austria S, SH and SH-1 gliders.

Requirement: Inspect per Schempp-Hirth SHK 1 TN 9 dated 20 January 1969 or Schempp-Hirth Standard Austria Technical Note Nr 11 dated 20 January 1969.

Compliance: Within the next 50 hours TIS and thereafter at intervals not exceeding 12 calendar months and after every hard landing.

Effective Date: 31 August 1970

DCA/SH/7 Trim Handle, Forward Travel Limitation - Modification

Applicability: All Cirrus L-265 gliders.

Requirement: Modify per Schempp-Hirth Technical Information Nr 2/1968.

Compliance: By 31 August 1971

DCA/SH/8 Fuselage Frame - Modification

Applicability: Standard Cirrus gliders, S/N 1 through to 510, 528 and 529, and S/N 1G through to 544G

Requirement: Modify per Schempp-Hirth TN 278-17.
(LBA AD 76-8 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/9 Seat – Modification

Applicability: Standard Cirrus gliders, S/N 1 through to and S/N 1G through to 200G.

Requirement: Modify per Schempp-Hirth TN 278-18.
(LBA AD 76-7 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/10B Air Brake Control - Modification

Applicability: All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP gliders.

Requirement: To prevent failure of the air brake drive lever ball-joint, accomplish the following:

1. Install new ball joints per Schempp-Hirth TN 278-23 revised 26 March 1993.
2. Modify the air brake actuating lever per TN 278-23 revised 26 March 1993.

(LBA AD 79-051/4 refers)

Compliance:

1. At intervals not to exceed 500 hours TIS.
2. At next ball joint replacement per Part 1.

Effective Date: DCA/SH/10A 28 January 1983
DCA/SH/10B 25 October 1996

DCA/SH/11 Cancelled – EASA AD 2024-0242R1 refers

Effective Date: 30 January 2025

DCA/SH/12 Elevator Attachment - Inspection

Applicability: Standard Cirrus gliders, S/N 1 through to 397, 399 through to 572, 594, 596 and 600.

Requirement: Inspect per Schempp-Hirth TN 278-26. Repair any cracked fittings found before further flight.

(LBA AD 80-244 refers)

Compliance: By 31 December 1980 and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 21 November 1980

DCA/SH/13A Service Life - Inspection

Applicability All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 278-28, dated 26 September 1995. Any defects found must be rectified before further flight.

(LBA AD 81-099/2 refers)

Compliance: At 6000 hours TTIS or by 30 September 1996, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/13 30 October 1981
DCA/SH/13A 15 March 1996

DCA/SH/14A Service Life - Inspection

Applicability: All Janus and Janus B gliders.

Requirement: Accomplish inspection programme per Schempp-Hirth TN 295-11 issued 6 March 1991. Any defects found must be rectified before further flight.
(LBA AD 81-98/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/14 - 30 October 1981
DCA/SH/14A - 30 August 1991

DCA/SH/15 Flap Control Installation - Inspection

Applicability: All Nimbus II gliders.

Requirement: To preclude possible loss of flap selection accomplish the following:

1. Inspect cockpit flap selector leaf spring installation for correct location and security.
2. Check tighten attachment bolt/stiff nut assembly and associated control rod eye-end lock nut

Compliance: By 30 June 1982 and thereafter at intervals not exceeding one year

Effective Date: 28 May 1982

DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification

Applicability: All Cirrus gliders.

Requirement: Embody modifications to elevator drive and horizontal tail plane, remove parachute as prescribed, per Schempp-Hirth TN actions 2 through 5.
(LBA AD 82-103 refers)

Compliance: By 30 November 1982

Effective Date: 27 August 1982

DCA/SH/17A Elevator Drive - Inspection

Applicability: All Nimbus 2B, Mini-Nimbus B and Janus B gliders.

Requirement: Inspect and modify per Schempp-Hirth TNs 286-24, 328-8 or 295-19 (each dated 14 August 1987) as applicable.
(LBA AD 87-126/2 refers)

Compliance: Inspection - Prior to each flight until modified.

Modification - By 31 December 1987

Effective Date: DCA/SH/17 - 14 August 1987
DCA/SH/17A - 23 October 1987

DCA/SH/18 Flap Drive - Modification

Applicability: Ventus ‘a’ and ‘a/16.6’ gliders, S/N 1 through to 284.

Requirement: Modify flap drive lever per Schempp-Hirth TN 349-9.
(LBA AD 87-44 refers)

Compliance: By 31 October 1988

Effective Date: 29 July 1988

DCA/SH/19 Service Life - Inspection

Applicability: All Janus C gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 95-16, issued 15 March 1991. Any defects found must be rectified before further flight.
(LBA AD 86-274/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS

Effective Date: 30 August 1991

DCA/SH/20A Elevator Actuating Rod - Inspection

Note: This AD supersedes DCA/SH/20 to revise the applicability to include Nimbus-3D gliders.

Applicability: Janus CM gliders, S/N all through to 36.
Janus CT gliders, S/N all through to 19.
Ventus bT gliders, all S/N.
Ventus cT gliders, S/N all through to 174.
Ventus cM gliders, S/N all through to 87 except 85.
Nimbus-3T gliders, all S/N.
Nimbus-3DT gliders, S/N 1 all through to 55.
Nimbus-3DM gliders, S/N all through to 24.
Discus-bT gliders, S/N all through to100.
Standard Cirrrus G gliders, all S/N.
Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N.
Janus B, C, and Ce gliders, S/N all through to 284.
Mini Nimbus B and C gliders, all S/Ns.
Ventus a, b, a/16.6 and b/16.6 gliders, all S/N.
Ventus C gliders, S/N all through to 568.
Discus a and b gliders, S/N all through to 446.
Discus CS gliders, S/N all through to 98.
Nimbus-3D gliders, S/N all through to 11.

Requirement: To prevent accumulation of water, corrosion and possible failure of the vertical elevator actuating rod inside the fin, accomplish the following:

1. Load test the the elevator control system per TN 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, 809-9, 825-17, 847-4 or 863-3 as applicable.

2. Replace the elevator actuating rod per the applicable TN listed above.
(LBA AD 92-360/2 refers)

Compliance: 1. By 25 April 2010 unless previously accomplished.
2. By 25 May 2010 unless previously accomplished.

Effective Date: DCA/SH/20 - 3 September 1993
DCA/SH/20A - 25 March 2010

DCA/SH/21 Service Life - Inspection

Applicability: Discus A and B gliders, S/N 1 through 499.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 360-11. Any defects found must be rectified before further flight.
(LBA AD 94-031 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/22 Service Life - Inspection

Applicability: All Nimbus-2, -2B and -2C gliders.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 286-22. Any defects found must be rectified before further flight.
(LBA AD 86-036/2 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/23A Horizontal Stabiliser - Inspection

Applicability Standard Cirrus and Standard Cirrus B gliders, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Nimbus-2 gliders, S/N 86, 93, 96 and onwards.

Janus gliders, all S/Ns.

Mini-Nimbus HS7 gliders, all S/Ns.

Nimbus-2M gliders, S/N 4 through to 7.

Powered Gliders, Standard Cirrus TOP and Standard Cirrus B TOP, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Requirement: To prevent disengagement of the tailplane attachment bracket accomplish Schempp Hirth TN 278-36, 286-33, 295-26, 328-11, 798-3.
(LBA AD 95-015 refers)

Compliance: By 31 October 1995

Effective Date: DCA/SH/23 - 4 August 1995
DCA/SH/23A – 18 December 1998

DCA/SH/24 Service Life - Inspection

Applicability All Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 349-24. Any defects found must be rectified before further flight.
(LBA AD 1999-001 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA/SH/25 Service Life - Inspection

Applicability All Janus CM gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 809-14. Any defects found must be rectified before further flight.
(LBA AD 1999-028 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267.
Janus CM gliders, S/N 1, 3 through to 24, and 26 through to 36.
Janus CT gliders, S/N 1 through to 6, 8 and 9.

Requirement: To prevent the possibility of elevator flutter, accomplish the following:-

1. Install a speed limiting placard per Schempp-Hirth Technical Note 295-27 or 809-15.

2. Install mass balance, check elevator deflections, establish new weight and balance, amend maintenance manual and remove speed limiting placard per TN 295-27 or 809-15.
(LBA AD 1999-265 refers)

Compliance: 1. Install placard before next flight.
2. By 31 December 1999.

Effective Date: 5 August 1999

DCA/SH/27 Service Life - Inspection

Applicability: All Ventus-cT and Ventus-cM gliders.

Requirement: To extend service life to 12,000 hours TTIS accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 825-21. Any defects found must be rectified before further flight.
(LBA AD 1999-304 refers)

Compliance: Amend maintenance manual by 31 December 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 22 October 1999

DCA/SH/28 Flap Torsion Drive - Modification

Applicability: Ventus b and Ventus b/16.6 gliders, S/N 2 through to 136; and
Ventus bT gliders, S/N 1 through to 9.

Requirement: To prevent cracking around the weld between the flap drive lever and the torque tube, modify flap torsion drive per Schempp-Hirth TN 349-9 or 825-29 as applicable.
(LBA AD 2001-258 refers)

Compliance: By 30 August 2002, unless already accomplished.

Effective Date: 30 August 2001

DCA/SH/29 Landing Gear Bolt - Inspection

Applicability: Discus 2b gliders, S/N 1 through to 107, and

Ventus 2c gliders, S/N 1 through to 66, and

Ventus 2cT gliders, S/N 1 through to107, and

Ventus 2cM gliders, S/N 1 through to 107 and 109.

Requirement: To prevent damage to the undercarriage mechanism, inspect per Schempp-Hirth TN 349-25, 360-17 or 825-27 as applicable.
(LBA AD 2001-259 refers)

Compliance: By 30 August 2002

Effective Date: 30 August 2001

DCA/SH/30 Elevator Mass Balance - Modification

Applicability: Discus 2a and Discus 2b gliders, S/N 13 through to 22, 24, 27, 28, 30 through to 48, 50, 51 53 through to 55, 57 through to 63, 65, 67, 71 through to 79, 81 and 82, that have not embodied TN 360-16.

Requirement: To prevent the possible onset of flutter in the elevator, modify the elevator control system in accordance with TN 360-19.
(LBA AD 2003-048 refers)

Compliance: At next scheduled annual inspection or by 30 June 2003, whichever is latest.

Effective Date: 27 February 2003

DCA/SH/31 Wing Spar - Inspection

Applicability: Duo Discus, gliders, S/N 165 through to 389 and Duo Discus T gliders, S/N 1 through to 78.

Requirement: To detect failure of the bond between the spar cap and spar web, which could lead to inflight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-8.
(LBA AD 2003-246/2 and 2003-245/2 refer)

Compliance: Before further flight.

Effective Date: 8 August 2003

DCA/SH/32B Wing Structure – Inspection

Applicability: Discus CS gliders, S/N 001CS through to 308CS, and

Discus b gliders, S/N 551 through to 554, 568, 569, 571 through to 573, 575 and 577, and that have not been inspected and repaired, per Schempp-Hirth Mandatory Bulletin DCS/6a.

Requirement: To prevent failure of the wing structure, inspect the bonding between the upper spar cap and the spar web, per Schempp-Hirth TN 360-21 and 863-9. If defects to the upper spar cap and the spar web bonding are found, repair per TN 360-21 and 863-9.
(LBA AD 2003-266/2 refers)

Note: Aircraft that have been inspected and repaired per Schempp-Hirth Mandatory Bulletin No. DCS/6a, is a terminating action to this AD.

Compliance: Before further flight.

Effective Date: DCA/SH/32 – 12 September 2003
DCA/SH/32A – 9 October 2003
DCA/SH/32B – 30 June 2005

DCA/SH/33 Nimbus Service Life - Inspection

Applicability: All Nimbus 3DT gliders.

Requirement: To extend the service life to 12000 hours, accomplish the following:

Amend the maintenance manual and implement inspection program per Schempp-Hirth TN 847-8.

(LBA 2002-357 refers)

Compliance: Amend manual by 31 December 2003. Initiate inspection by 6000 hours TTIS until a maximum of 12000 hours TTIS.

Effective Date: 25 September 2003

DCA/SH/34 Elevator Mass Balance – Inspection

Applicability: Ventus 2a & Ventus 2b gliders, S/N 1,2,31,32,48,54, 71,117,124 through to 151 & 153, and all S/Ns that have incorporated SB 349-42 or 349-27 and are fitted with new tail unit.

Discus 2a & Discus 2b, S/N 1 through to 185 and 187 though to 189.

Requirement: To prevent failure of the elevator mass balance weight, which may liberate pieces of lead and restrict the movement of the elevator, accomplish the following:

1. Inspect the elevator mass balances for security per Schempp-Hirth TN 349-28, 360-20 or 863-8 as applicable to glider type.

2. Remove elevator and modify attachment of mass balance per applicable TN. Re-install elevator and check for full and free movement, and correct deflections. (LBA AD 2003-280 refers)

Compliance: 1. Before next flight unless already accomplished.
2. Before further flight if loose balance weight detected, or by 31 January 2004 whichever occurs first.

Effective Date: 30 October 2003

DCA/SH/35 Duo Discus Wing Spar - Inspection

Applicability: Duo Discus gliders, S/N 1 through to 164.

Requirement: To detect failure of the bond between the spar cap and web, which could lead to in-flight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-9.
(AD D-2004-084 refers)

Compliance: Before 28 May 2004.

Effective Date: 25 March 2004

DCA/SH/36A Elevator Control System – Inspection

Note: This AD supersedes DCA/SH/36 to revise the LBA AD reference with no change to the AD requirement.

Applicability: Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307.
Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14.
Janus CM gliders, S/N 1 through to 37.
Janus CT gliders, S/N 1 through to 22.
Nimbus-3DT gliders, S/N 1 through to 63.
Nimbus-3DM gliders, S/N 1 through to 27.

Requirement: To prevent elevator control failure, accomplish the following:

1. Inspect the stick control attachments in the front and aft seat for cracks and damage per Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 all dated 27 September 2004 as applicable.

2. Modify the outer attachments of the stick control in the front and aft seat per TN No. 295-30 / 373-9 / 809-16 / 847-9 as applicable.
(LBA AD D-2004-495R1 refers)

Compliance: 1. Before further flight unless previously accomplished.
2. At the next annual inspection unless previously accomplished.

Effective Date: DCA/SH/36 - 24 February 2005
DCA/SH/36A - 25 March 2010

DCA/SH/37 Horizontal Stabilizer – Inspection

Applicability: Ventus 2c gliders, S/N 1 to 51.
Ventus 2cT gliders, S/N 1 to 49.
Ventus 2cM gliders, S/N 1 to 73.

Requirement: Inspect the horizontal stabilizer on the upper side of the leading edge, per Schempp-Hirth TN 349-29/825-34 and modify if necessary, per TN 349-29/825-34.
(LBA AD D-2005-136 refers)

Compliance: At next scheduled annual inspection or by 31 December 2005, whichever occurs first.

Effective Date: 26 May 2005

DCA/SH/38 Flap Drive Mechanism - Modification

Applicability: Nimbus-2C gliders, S/Ns 166, 177 through to 181 and 185 through to 236, and
All Mini Nimbus-HS7, Nimbus B and Mini Nimbus C gliders.

Requirement: To prevent failure in the flap actuating circuit which could result in reduced controllability of the aircraft, modify the flap drive per Schempp-Hirth Technical Note (TN) No. 286-35 / No. 328-13 and drawing no. 10.065/3 for Nimbus-2C aircraft and drawing no. HS7 - 10.083/1 for Mini Nimbus HS7, Mini Nimbus B and Mini Nimbus C aircraft.
(LBA AD D-2005-239 refers)

Compliance: Within the next 100 hours TIS or by 31 December 2005, whichever is the sooner.

Effective Date: 29 September 2005

DCA/SH/39 Control Support Bearing – Inspection

Applicability: Ventus a gliders, all S/N.
Ventus b and bT gliders, all S/N.
Ventus c, cT and cM gliders, all S/N.

Requirement: To prevent separation of the control attachment bearing from the fuselage shell, which may lead to loss of control, accomplish the following:

1. Inspect the control attachment bearing support structure per part 1 Schempp-Hirth TN 349-30 /825-35.

2. Modify bearing support structure by reinforcing with extra glass-fiber laminations per part 2 of TN 349-30 /825-35.
(LBA AD D-2005-375 refers)

Compliance:
1. Before further flight, unless already accomplished.
2. Within 100 hours TIS.

Effective Date: 27 October 2005

DCA/SH/40 Engine Mounting Structure – Inspection

Applicability: Ventus-2cT gliders, S/N 1 through to 179.
Discus-2T gliders, S/N 1 through to 40.
Discus-2cT gliders, S/N 1 through to 30.

Requirement: To detect cracks in the engine mounting structure and prevent structural failure, accomplish the following:

1. Inspect the engine mounting structure, per Schempp-Hirth Technical Note (TN) 825-38 for Ventus-2cT aircraft, or Schempp-Hirth Technical Note (TN) 863-13 for Discus-2T and Discus-2cT aircraft. If cracked, replace the engine mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft, before further flight.

2. Install spacers between the engine rubber mounts and the mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft.
(EASA AD 2006-0227-E refers)

Compliance: 1. Before first flight of the day.
2. Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner.

Effective Date: 2 August 2006

DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection

Applicability: Ventus 2cM powered gliders, S/N 200 through to 225.

Requirement: To prevent failure of the engine extension/retraction mechanism due to possible loosening of the fuselage attachment bolts which could result in structural damage and loss of aircraft control, accomplish the following:

1. For aircraft S/N 200 through to 219:

Inspect the front attachment of the engine extension/retraction mechanism per Schempp-Hirth Technical Note 825-47 dated 19 December 2008 or later approved revisions.

If the attachment is found loose, replace the bolts per TN 825-47 before further flight.

2. For aircraft 220 through to 225:

Replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47.

Note: Accomplish the requirements of this AD in accordance with Schempp-Hirth Technical Note No. 825-47 dated 19 December 2008 or later approved revisions.

(EASA AD 2009-0034 refers)

Compliance: 1. Before the next engine operation and by 26 March 2009 replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47 unless already accomplished.

2. Before the next engine operation or by 26 March 2009 whichever is the sooner.

Effective Date: 26 February 2009

DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267 fitted with an enlarged fin/rudder assembly per Technical Note (TN) No.295-25 dated 28 June 1994 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Model Janus CT powered gliders, S/N 1 through to 6 fitted with an enlarged fin/rudder assembly per Modification Bulletin (MB) No.809-18 dated 08 April 1992 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Note 1: This AD is not applicable to aircraft fitted with with the original smaller fin/rudder unit assembly.

Requirement: To prevent dynamic imbalance of the elevator and rudder due to possible incorrect mass balance weights which could result in flutter during high speed flight, accomplish the following:

1. Amend the aircraft maintenance manual per Schempp-Hirth Technical Notes No. 809-18 at original issue dated 27 October 2008 or later approved revisions for Janus CT aircraft, and Schempp-Hirth Technical Notes No. 295-32 at original issue dated 27 October 2008 or later approved revisions for Janus C aircraft.
2. Inspect the balance weights of the elevator and rudder surfaces and the hinge moments per TN No.809-18 or TN No.295-32 as applicable.

Note 2: An inspection of the aircraft logbooks is acceptable to satisfy the requirements of this AD if the rudder and elevator balancing weights and hinge moments can be determined to be correct from that review.
(EASA AD 2009-0054 refers)

Compliance:
1. By 6 April 2009.
2. By 26 April 2009.

Effective Date: 26 March 2009

DCA/SH/43 Starter Ring Gears – Inspection

Applicability: Ventus-2cM gliders, S/N all through to 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

Nimbus-4DM gliders, S/N all through to 56 fitted with engine a Solo 2625-02 engine with no slip clutch and starter ring gear with lightening holes.

Nimbus-4M gliders, S/N all through to 17 fitted with a Solo 2625-02 engine with no slip clutch and a starter ring gear with lightening holes.

Requirement: To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

Inspect the starter ring gear per paragraph “Action 1” of Schempp-Hirth Technical Note (TN) No. 825-49 / 868-20.

If no cracks are found repeat the starter ring gear inspection per paragraph “Action 1” of TN No. 825-49 / 868-20 at every daily inspection and amend the AFM with the updated pages per paragraph “Action 1” of TN No. 825-49 / 868-20.

If any cracks are found on the starter ring gear, replace with a new starter ring gear without lightening holes per paragraph “Action 2” in TN No. 825-49 / 868-20, and remove the updated pages in the AFM pages if they were introduced by “Action 1” of TN No. 825-49 / 868-20.

Note 1: The daily inspection may be accomplished by amending of the AFM with the updated pages per paragraph “ACTION 1” of TN No. 825-49 / 868-20 and adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The installation of a new starter ring gear without lightening holes per paragraph "Action 2" of TN No. 825-49 / 868-20 is a terminating action to the daily repetitive inspection requirement of this AD.

Note 3: Schempp-Hirth TN No. 825-49 / 868-20 dated 8 February 2010 and later EASA approved revisions is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0039-E refers)

Compliance: Before further flight and thereafter at every daily inspection until the installation of a new starter ring gear without lightening holes.

Effective Date: 15 March 2010

DCA/SH/44 Life Limit – Extension and Supplemental Maintenance

Applicability: Nimbus-3D gliders, all S/N

Requirement: Results of fatigue tests carried out on wing spar sections have demonstrated that the life limit of GFRP/CFRP gliders may be extended to 12000 hours TTIS subject to a supplemental inspection programme. To extend the life limit of affected gliders, accomplish the following:

1. Amend the aircraft Maintenance Manual and introduce the supplements per Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
2. Inspect the aircraft per a manufacturer approved inspection programme and TN No. 373-8.

Note: The actions of this AD must be accomplished per the instructions in Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
(LBA AD 2000-075 refers)

Compliance: 1. At 6000 hours TTIS or at the next annual inspection whichever occurs sooner, unless previously accomplished.
2. At the limits specified in the amended aircraft maintenance manual per requirement 1 of this AD.

Effective Date: 25 March 2010

DCA/SH/45 Engine Pylon – Inspection

Applicability: Ventus cT powered gliders, all S/N, and

Ventus-2cT powered gliders, S/N 1 through to 183, and

Discus bT powered gliders, all S/N, and

Discus-2T powered gliders, S/N 1 through to 40, and

Discus-2cT powered gliders, S/N 1 through to 35, and

Not fitted with a new modified engine pylon P/N M03RT841.

Requirement: To prevent engine pylon failure due to possible cracks in the pylon which could result in aircraft damage, accomplish the following:

AFM Amendment: Replace the daily inspection pages in the AFM per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 825-51 original issue or revision 1 for Ventus cT and Ventus-2cT gliders, or per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 863-20 P original issue or revision 1 for Discus bT, Discus-2cT and Discus-2T gliders, or later approved revision of these documents. Advise the aircraft pilot of the AFM amendment and the daily pylon inspection requirement introduced by this AD.

Pylon Replacement: If any damage or cracks are found in the engine pylon during the daily inspection, replace the engine pylon before further flight with pylon P/N M03RT841 per the instructions in SCHEMPP-HIRTH TN 825-39 for Ventus-2cT gliders, per the instructions in TN 825-52 for Ventus cT gliders, per the instructions in TN 863-14 for Discus-2T and Discus-2cT gliders, and per the instructions in TN 863-21 for Discus bT gliders or later approved revision of these documents.
(EASA AD 2011-0146 refers)

Compliance: Amend the AFM by 31 September 2011 unless previously accomplished, and thereafter inspect the engine pylon per the requirements introduced in the AFM until the pylon is replaced with P/N M03RT841.

Effective Date: 31 August 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0012 Cancelled – EASA AD 2013-0054 refers

Effective Date: 19 March 2013

2013-0054 AFM and Maintenance Manual - Amendment

Applicability: Nimbus-4DT powered gliders, S/N 10 through to 15.
Duo Discus T powered gliders, S/N 1 through to 240.
Arcus T powered gliders, S/N 1, and S/N 3 through to 30.

Effective Date: 19 March 2013

2014-0042 Airbrake – Modification

Applicability: Arcus T powered gliders, S/N 1 through to 40.

Effective Date: 7 March 2014

2015-0139R1 Air Brake Bellcrank – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 639.
Duo Discus C gliders, all S/N.
Duo Discus T powered gliders, S/N 1 through to 110, and S/N 112 through to 247.
Nimbus-4D gliders, S/N 1 through to 15.
Nimbus-4DT powered gliders, S/N 1 through to 16.
Nimbus 4DM powered gliders, S/N 1 through to 12, and S/N 14 through to 75.

Effective Date: 24 July 2015

2015-0140 (Correction) Air Brake Bellcrank – Inspection

Applicability: Arcus gliders, S/N 1 through to 9.
Arcus T powered gliders, S/N 1 through to 12, and S/N 15 through to 31.
Arcus M powered gliders, S/N 1 through to 46.

Effective Date: EASA AD 2015-0140 - 29 July 2015
EASA AD 2015-0140 (Correction dated 16 July 2015) - 29 July 2015

2016-0027R1 Air Brakes – Inspection

Applicability: Discus-2a, Discus-2b, Discus-2c gliders, and
Ventus-2a, Ventus-2b and Ventus-2c gliders, and
Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered gliders.

Affected glider S/Ns are listed in Schempp-Hirth Flugzeugbau GmbH Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

Effective Date: EASA AD 2016-0027 - 23 February 2016
EASA AD 2016-0027R1 - 2 March 2016

2019-0079 Air Brake Control – Inspection

Applicability: Ventus c, Ventus cT and Ventus cM gliders, all S/N.

Effective Date: 18 April 2019

2020-0063 Flaperon Control – Inspection

Applicability: Ventus-2a, Ventus-2b and Ventus-2c gliders, all S/N.

Ventus-2cM and Ventus-2cT powered gliders, all S/N.

Effective Date: 1 April 2020

2020-0233 Airbrake End Stops / Bushings – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 541 inclusive, except S/N 534, and

Duo Discus C gliders, all S/N, and

Duo Discus T gliders, S/N 1 through to 174.

Effective Date: 10 November 2020

2020-0260 Elevator Connection – Inspection

Applicability: Janus, Mini-Nimbus HS 7, Nimbus-2, Standard Cirrus, Standard Cirrus B and Standard Cirrus CS 11-75L gliders, all S/N; and

Nimbus-2M powered gliders, all S/N as identified in Schempp-Hirth TN 278-40, 286-36, 295-33, 328-14, 798-4 (single document) dated 07 August 2020, or later approved revision.

Effective Date: 17 December 2020

2022-0076 AFM – Amendment

Applicability: Arcus M and Arcus (powered) gliders, all S/N, and

Ventus-3M powered gliders, S/N V3 001 MP to V3 087 MP inclusive, S/N V3 089 MP to V3 100 MP inclusive, S/N V3 102 MP to V3 113 MP inclusive and S/N V3 115 MP to V3 125 MP inclusive.

Effective Date: 26 May 2022

2022-0138 Airbrake System – Inspection

Applicability: Duo Discus and Duo Discus C gliders, all S/N; and

Duo Discus T powered gliders, all S/N.

Effective Date: 28 July 2022

2022-0229 Airbrake Control – Inspection

Applicability: Ventus-2a and Ventus-2b gliders, all S/N.

Effective Date: 22 December 2022

2022-0242-E Horizontal Tail Elevator U-Bracket – Inspection

Applicability: Arcus, Duo Discus, Duo Discus C, Nimbus-4 and Nimbus-4D gliders, all S/N; and

Arcus M, Arcus T, Duo Discus T, Nimbus-4M, Nimbus-4T, Nimbus-4DM and Nimbus-4DT powered gliders, all S/N.

Effective Date: 9 December 2022

2017-0167-E Front Electric Sustainer Battery Pack – Modification

Applicability: Discus-2c FES gliders, all S/N.

Effective Date: 25 May 2023

2023-0116 Electrical Landing Gear Control – Inspection

Applicability: Arcus M powered gliders, S/N 215 through to 269 inclusive.

Arcus T powered gliders, S/N 89 through to 106 inclusive.

Effective Date: 14 June 2023

2024-0059 Canopy Locking Mechanism – Modification

Applicability: Nimbus-4D gliders, S/N 1 to 11 (inclusive);

Duo Discus gliders, S/N 1 to 422 (inclusive);

Nimbus-4DT powered gliders, S/N 1 to 12 (inclusive);

Nimbus-4DM powered gliders, S/N 1 to 58 (inclusive); and

DuoDiscus T powered gliders, S/N 1 to 96 (inclusive).

Effective Date: 28 March 2024

2024-0242R1 Horizontal Tailplane Drive Lower Bearing – Modification

Applicability: Standard Cirrus gliders, S/N 21, 23, 27, 30, 32, 33, 34, 36 through to 52 inclusive and 54 through to 120 inclusive.

Effective Date: EASA AD 2024-0242 - 26 December 2024
EASA AD 2024-0242R1 - 30 January 2025

*** 2024-0251-E Cancelled – EASA AD 2025-0157 refers**

Effective Date: 4 August 2025

*** 2025-0157 Wing Fuel Tank Hose – Inspection**

Applicability: Ventus-3M powered gliders, S/N 031 MP up to 253 MP (inclusive), if fitted with optional wing fuel tanks.

Effective Date: 4 August 2025

Airworthiness Directive Schedule

Aeroplanes

Socata TB9, TB10 and TB20 Series

31 July 2025

Notes:

1. This AD schedule is applicable to Socata TB9 (Tampico), TB10 (Tobago) and TB20 (Trinidad) aircraft manufactured by Daher Aerospace (formerly SOCATA, EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires) under EASA Type Certificate No. A.378.
2. 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/TB9/1 Horizontal Stabiliser - Inspection

Applicability: All model TB9 and TB10 aircraft.

Requirement: 1. Inspect per Aerospatiale SB 14. Modify cracked installations per Aerospatiale SB 15 before further flight.

2. Modify per Aerospatiale SB 15.

Compliance: 1. Inspection - at 300 hours TTIS and thereafter at intervals not exceeding 50 hours TIS until modified.

2. Modification - by 31 December 1982.

Effective Date: 30 July 1982

DCA/TB9/2 Elevator Tab - Inspection

Applicability: All model TB9, TB10 and TB20 aircraft, S/N 1 through to 479.

Requirement: Inspect per Aerospatiale (SOCATA) SB 24 Operation 1. Rectify defective installations per Operation 2 before further flight.

(DGAC AD 1985-43 refers)

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 19 April 1985

DCA/TB9/3 Horizontal Stabiliser - Modification

Applicability: All model TB9 and TB10 aircraft, S/N 1 through to 474.

Requirement: Modify Balance Weight Installation per Aerospatiale (SOCATA) SB 25.

Compliance: By 30 June 1986

Effective Date: 28 February 1986

DCA/TB9/4 Stabilator Control Rod - Inspection

Applicability: Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through 709 not incorporating control rods with end fittings assembled with screws, washers and nuts per Aerospatiale SB 29 or Kit 9127.

Requirement: Inspect per Aerospatiale (SOCATA) SB 29. Rectify defective assemblies before further flight.

Compliance: At intervals not exceeding 100 hours TIS until modified rods installed.

Effective Date: 22 May 1987

DCA/TB9/5 Fuselage Frame - Inspection

Applicability: All model TB9, TB10, TB20 and TB21 aircraft not incorporating Socata Mod. No.70.

Requirement: To prevent possible failure of horizontal stabiliser attachment, accomplish the following:

1. Visually inspect forward and rear faces of frame 9 for cracks, particularly in area of stabiliser hinges and attachment fittings. If in doubt, remove stabiliser and fittings from frame and perform a dye penetrant inspection.

2. Renew cracked frames before further flight.

(BV AD T-87-141(A) refers).

Compliance: Aircraft with 1500 hours or more TTIS - Prior to next flight. Aircraft with less than 1500 hours TTIS - Within next 25 hours TIS. Thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 24 September 1987

DCA/TB9/6 Brake Hydraulic Pipes - Modification

Applicability: Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 755 as detailed in Aerospatiale (SOCATA) SB 33.

Requirement: Modify brake system hydraulic pipe installation per Aerospatiale (SOCATA) SB 33.

BV AD 87-118(A) refers).

Compliance: Within next 100 hours TIS.

Effective Date: 7 October 1988

DCA/TB9/7 Fuel Tanks - Inspection

Applicability: All model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 1037 not modified per SB 48/3.

Requirement: To preclude possible engine power loss due to fuel system contamination, accomplish the following:

1. Inspect per Aerospatiale (SOCATA) SB 48/3 (Temporary phase)

2. Modify per SB 48/3 (Final phase).

(BV AD 89-177(A)R1 refers).

Compliance: 1. Before further flight for aircraft which have not flown within previous week, or within next 25 hours TIS (TIS) for other affected aircraft. Repeat thereafter at intervals not exceeding 25 hours TIS or one week whichever is the sooner, until modified.

2. Within next 12 months.

Effective Date: 25 May 1990

DCA/TB9/8 Front Safety Belts - Inspection

Applicability: All model TB9, TB10, TB20 and TB21 aircraft.

Requirement: To detect corrosion on the external lower fasteners of front seat safety belts, inspect per Aerospatiale (SOCATA) SB TB10-044 amendment 1. Renew seat belt assemblies found corroded before further flight.
(BV AD 89-097-(A) refers).

Compliance: At 600 hours TTIS or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 12 months.

Effective Date: 20 July 1990

DCA/TB9/9 Engine Oil Cooler - Inspection

Applicability: All model TB9, TB10, TB20 and TB21 aircraft.

Requirement: To prevent possible loss of engine oil, inspect per Aerospatiale (SOCATA) SB 50/1 and rectify if necessary as prescribed before further flight.
(BV AD 90-143(A) refers).

Compliance: Within next 50 hours TIS.

Effective Date: 26 October 1990

DCA/TB9/10 Carburettor Air Inlet - Inspection

Applicability: Model TB9 and TB10 S/N 1 through 994, not incorporating Modification Kit 9173.

Requirement: Inspect per Aerospatiale (SOCATA) SB 51. Repair if necessary as prescribed before further flight.
(BV AD 90-240(A) refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not to exceed 12 months.

Effective Date: 22 February 1991

DCA/TB9/11 Horizontal Stabiliser Balance Weight Attachment - Inspection

Applicability: Model TB9 and TB10 aircraft, S/N 1 through to 1217.

Model TB20 and TB21 aircraft, S/N 1 through to 1030.

Requirement: Inspect the horizontal stabiliser balance weight attachment per Aerospatiale (SOCATA) Alert SB 57. Rectify if necessary as prescribed before further flight.
(BV AD 91-031(A) refers)

Compliance: Within next 5 hours TIS or 7 days, whichever is the sooner.

Effective Date: 7 February 1991

DCA/TB9/12 Landing Gear Hydraulic Pipe - Modification

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 760, except S/N 643, 664, 752 and 753.

Requirement: To prevent damage to the LH hydraulic pipe of the NLG caused by contact with the rudder control rod, modify per Aerospatiale (SOCATA) SB 34.
(BV AD 87-117(A) refers)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 26 July 1991

DCA/TB9/13 MLG Hinged Strut Washer - Inspection

Applicability: All model TB20 and TB21 aircraft.

Requirement: To prevent washer jamming on hinged strut during LG retraction or extension, check washer position per Aerospatiale (SOCATA) SB 40 and correct if necessary before further flight.

Compliance: Within next 50 hours TIS, unless already accomplished.

Effective Date: 26 July 1991.

DCA/TB9/14 Firewall Frame - Inspection

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 1051 except S/N 1040 and 1042, not incorporating modification kit Nr 9152.

Requirement: To detect cracking of the rear lower reinforcements of the firewall frame, inspect per Aerospatiale (SOCATA) SB 42/1. If cracks are found, repair per modification kit Nr 9152 before further flight.
(BV AD 89-175(A)R1 refers)

Compliance: Aircraft with less than 1500 hours TTIS: Within next 500 hours TIS (TIS) and thereafter at intervals not to exceed 500 hours TIS.

Aircraft with more than 1500 hours TTIS:

Within next 100 hours TIS and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: 26 July 1991

DCA/TB9/15 LG Articulated Stays - Inspection

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 1119 except S/N 1109, not incorporating modification kits Nrs 9165 and 9166.

Requirement: To prevent seizing or jamming of LG retraction system inspect and lubricate per Aerospatiale (SOCATA) SB 45/2. Rectify any defects found before further flight.
(BV AD 89-096-(A)R1 refers)

Compliance: At intervals not exceeding 500 hours TIS or 12 months, whichever is the sooner.

Effective Date: 26 July 1991

DCA/TB9/16 NLG Lever Adjusting Screws - Replacement

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 701, 707 and 709, except S/N 664 and 665.

Requirement: To avoid inadvertent loosening of NLG lever adjusting screws, install new locknuts and self-locking screws per Aerospatiale SB 46/1.
(BV AD 89-108-(A)R1 refers)

Compliance: Within next 100 hours unless already accomplished.

Effective Date: 26 July 1991

DCA/TB9/17A Cancelled – DCA/TB9/49 refers

Effective Date: 31 May 2007

DCA/TB9/18 Autopilot Control System - Modification

Applicability: Model TB10, TB20 and TB21 aircraft, S/N 823 through to 849 and 888, fitted with optional equipment 668, 669 and 670. S/N 823 through to 849, 888, 948 through to 1222, fitted with optional equipment G 668, G 669 and G 670.

Requirement: To prevent short-circuit of the "A/P MASTER" switch, modify switch installation per Aerospatiale TB SB 60.
(BV AD 91-145(A) refers)

Compliance: Within next 100 hours TIS.

Effective Date: 30 August 1991

DCA/TB9/19 Fuel Tank Outlet Filter - Installation

Applicability: Model TB20 and TB21 aircraft, S/N 1038 through to 1308, except S/N 1213, 1264 through to 1267, 1284 through to 1287, 1301 through to 1304 and 1307.

Requirement: Install fuel tank outlet filters per Aerospatiale TB SB 61.
(BV AD 91-246(A) refers)

Compliance: Within next 100 hours TIS.

Effective Date: 27 March 1992

DCA/TB9/20B Exhaust System - Inspection

Applicability: Model TB9 and TB20 aircraft, S/N 1 through to 1619.

Requirement: To ensure integrity of the exhaust system, inspect, rectify and renew parts per Aerospatiale TB SB 10-072 Rev 2.
(BV AD92-152(A)R3 refers)

Compliance: Within next 50 hours TIS.

Effective Date: DCA/TB9/20A - 27 November 1992
DCA/TB9/20B - 8 July 1994

DCA/TB9/21A Fuel Tank Vent Hoses - Replacement

Applicability: Model TB9 and TB10 aircraft, S/N 1 through to 1499, except 1443, 1447, 1454, 1455, 1459, 1470, 1472, 1489, 1491 and 1493 through to 1498.

Requirement: To prevent vent hose separation caused by age hardening of vinyl hoses, replace with "Viton" hoses per Aerospatiale SB 10-064/1.
(BV AD 92-155(A) refers)

Compliance: Within next 100 hours TIS.

Effective Date: DCA/TB9/21 - 30 October 1992
DCA/TB9/21A - 19 February 1993

DCA/ TB9/22A Exhaust System - Inspection

Applicability Model TB10 aircraft, S/N 1 through to 1619.

Requirement: To ensure integrity of the exhaust system, inspect, rectify and renew parts per Aerospatiale TB SB 10-073 Rev 2.
(BV AD 92-206(A)R2 refers)

Compliance: Within next 50 hours TIS

Effective Date: DCA/TB9/22 - 27 November 1992
DCA/TB9/22A - 8 July 1994

DCA/TB9/23A Fuel Tank Vent Hoses - Replacement

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 1500 except 1456, 1463, 1473, 1490 and 1499.

Requirement: To prevent vent hose separation caused by age hardening of vinyl hoses, replace all air vent hoses per Aerospatiale SB 10-067 R1.
(BV AD 92-225(A)R1 refers)

Compliance: Within next 100 hours TIS.

Effective Date: DCA/TB9/23 - 19 February 1993
DCA/TB9/23A - 11 June 1993

DCA/TB9/24B Rudder Balance Weight - Inspection

Applicability: Model TB20 and TB21 aircraft, S/N 1 through to 1554, 1754 through to 1757 and 1767 through to 1821.

Requirement: To detect and rectify rudder balance weight corrosion, inspect per SOCATA SB 10-071, Amendment 3. Rectify and reinstall balance weight with corrosion protection per SB 10-071, Amendment 3.
(DGAC AD 93-012(A)R2 refers)

Compliance: Model TB20 and TB21 aircraft, S/N 1 through to 1554 within 6 months.
Model TB20 and TB21 aircraft, S/N 1754 through to 1757 and 1767 through to 1821, within 12 months.

Effective Date: DCA/TB9/24A - 8 July 1994
DCA/TB9/24B - 8 May 1998

DCA/TB9/25 Front Seats - Modification

Applicability: All TB series aircraft which have had front seats installed from February 1991 and up to aircraft S/N 1479, except S/Ns 1192, 1193, 1308, 1426 through 1433, 1448, 1461, 1462, 1464 through 1469, 1471, 1473 through 1477. All seats supplied or installed as spares from February 1991 and have no S/N.

Requirement: To ensure integrity of front seat structure, modify the front seats per SOCATA SB 10-075
(BV AD 94-114(A) refers)

Compliance: Within next 50 hours TIS.

Effective Date: 8 July 1994

DCA/TB9/26 Wing Ribs - Inspection

Applicability All TB series aircraft, S/N 1038 through to 1442, 1444 through to 1462, 1464 through to 1581, 1583 through to 1606, 1608 through to 1619 and 1629. Also aircraft S/N 1 through to 1037 where the fuel tank rib has been repaired since the incorporation of modification No 78.

Requirement: To avoid clogging of drain holes with PR sealant on the fuel tank internal ribs, inspect per SOCATA SB 10.084.57.
(BV AD 94-247(A) refers)

Compliance: Within next 100 hours TIS or by 31 October 1995, whichever is the sooner.

Effective Date: 14 April 1995

DCA/TB9/27A Fin Intermediate Rib Attachment Rivets - Replacement

Applicability Model TB9, TB10 and TB200 aircraft, S/N 1 through to 1609.

Requirement: 1. Inspect fin intermediate rib for loose attachment rivets.

2. Replace the rivets per SOCATA SB 10.083.55, amendment 1.
(BV AD 94-248(A) refers)

Compliance: 1. Inspect within next 50 hours TIS or by 31 May 1995, whichever is the sooner.

2. Replace rivets:
(a) Within next 100 hours TIS or by 30 June 1995, whichever is the sooner if loose rivets have been found.

(b) By 31 December 1995, if no loose rivets have been found.

Effective Date: DCA/TB9/27 14 April 1995
DCA/TB9/27A 9 May 1997

DCA/TB9/28A Wing Rear Attachment Fittings - Inspection

Applicability Model TB10 and TB 200 aircraft, S/N 804, 807, 808, 816 to 819, 823 to 9999.

Requirement: To ensure structural integrity of the wing rear attachment fittings, accomplish SOCATA SB 10-082.57, amendment 1.
(BV AD 94-249(A) refers)

Compliance: At 3000 landings or 2000 hours TIS whichever occurs first, and thereafter at intervals not to exceed 3000 landings or 2000 hours TIS whichever occurs first. For aircraft that have already reached or exceeded 3000 landings or 2000 hours TIS inspect within next 100 hours TIS and thereafter at intervals not to exceed 3000 landings or 2000 hours TIS whichever occurs first.

Effective Date: DCA/TB9/28 12 May 1995
DCA/TB9/28 9 May 1997

DCA/TB9/29A Cancelled – EASA AD 2018-0030 refers

Effective Date: 22 February 2018

DCA/TB9/30A Main Landing Gear Support Ribs - Inspection

Applicability Model TB9, TB10 and TB200 aircraft, S/N 1 through to 9999.

Requirement: To ensure structural integrity of the main landing gear support ribs, inspect per SOCATA SB 10-085.57, amendment 2. If cracked ribs are found rectify per SB 10-085.57, amendment 2.
(BV AD 94-265(A) R3 refers)

Compliance: Per SB 10-085.57, amendment 2.

Effective Date: DCA/TB9/30 - 12 May 1995
DCA/TB9/30A - 9 May 1997

DCA/TB9/31B MLG Hinged Struts Attachment Fittings - Inspection

Applicability Model TB20 and TB21 aircraft, S/N 1 through to 9999.

Requirement: To ensure structural integrity of the main landing gear hinged struts attachment fittings, inspect per SOCATA SB 10-080.57 Rev 3. If cracks are found rectify per SB 10-080.57 Rev 3.
(BV AD 94-266(A) R3 refers)

Compliance: At 6000 landings or 4000 hours TIS whichever occurs first, and thereafter at intervals not to exceed 1500 landings or 1000 hours TIS whichever occurs first. For aircraft that have already reached or exceeded 6000 landings or 4000 hours TIS inspect within next 100 hours TIS and thereafter at intervals not to exceed 1500 landings or 1000 hours TIS whichever occurs first.

Effective Date: DCA/TB9/31A - 7 July 1995
DCA/TB9/31B - 7 May 1999

DCA/TB9/32 Repaired MLG Hinged Strut Attachment Bearings - Inspection

Applicability Model TB20 and TB21 aircraft that have had the ring on the attachment bearing of the LH or RH main landing gear hinged strut replaced during repair.

Requirement: To ensure that any replaced MLG hinged strut attachment bearings have been correctly installed, inspect and rectify if necessary per SOCATA SB 10-091.57. (BV AD 95-084(A) refers)

Compliance: Within next 50 hours TIS or by 7 September 1995, whichever is the sooner.

Effective Date: 7 July 1995

DCA/TB9/33 Fuel Quantity Indication – AFM Revision and Placard

Applicability: Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 822, 850 through to 887, 889 through to 947, fitted with a 14V electrical system and with engine control panel is at amendment D.

Requirement: To alert the pilot that the fuel contents gauges over indicate the fuel quantity when the voltage drops to below 13V, accomplish the following:-

Revise the applicable flight manual per SOCATA SB 10-099-28.

Install placard on the instrument panel per SB 10-099-28. (DGAC AD 1999-062(A) refers)

Compliance: By 7 June 1999

Effective Date: 7 May 1999

DCA/TB9/34 Vertical Stabiliser Forward Junction Doubler - Inspection

Applicability: All model TB9, TB10, TB20 and TB21 aircraft.

Requirement: To ensure that the vertical stabiliser forward junction doubler is installed, accomplish the following:-

1. Inspect the vertical stabiliser leading edge and the fuselage for a gap. If there is a gap between the vertical stabiliser leading edge and the fuselage, before next flight contact the manufacturer for repair instructions and incorporate the repair.

2. Inspect through the air cooling oval hole located on the leading edge of the vertical stabiliser for the presence of the vertical stabiliser forward junction doubler. If the doubler is present no further action is necessary. If the doubler is missing, before next flight contact the manufacturer for repair instructions and incorporate the repair. (DGAC AD 1999-319(A) refers)

Compliance: 1. Before next flight.

2. Within next 10 hours TIS.

Effective Date: 5 August 1999

*** DCA/TB9/35 Cancelled – EASA AD 2025-0160 refers**

Effective Date: 8 August 2025

DCA/TB9/36 Front Seats - Modification

Applicability: Model TB9, TB10, TB20 and TB21 aircraft that have not been modified per SOCATA Mod No. 165.

Requirement: To prevent un-commanded unlocking of front seats caused by interference of the seat pan with the locking mechanism, check the seat reference and if necessary apply SOCATA modification No. 165, per SOCATA TB SB 10-115-25.
(DGAC AD 2001-005(A) refers)

Compliance: Within next 100 hours TIS.

Effective Date: 26 April 2001

DCA/TB9/37 Seats - Modification

Applicability: All Model TB10 aircraft with seats made from stamping P/N TB10 74106XXX, TB10 74203XXX or TB10 74936XXX and not incorporating MOD 165.

Requirement: To prevent inadvertent unlocking of seats, modify per Socata SB 10-115.
(DGAC AD 2001-005(A) refers)

Compliance: Within next 100 hours TIS.

Effective Date: 26 July 2001

DCA/TB9/38 Door Hinge Attachment Screws - Inspection

Applicability: Model TB series aircraft, S/N 2007, 2009, 2011**,** 2021, 2022, 2025, 2028 through to 2041, 2043 through to 2053, 2055 through to 2058, 2062, 2064, 2066 through to 2071, 2073.

Requirement: To counter a manufacturing defect that may affect the security of the door hinges accomplish the following:

Check that the door hinge attachment screws are properly installed with the heads flush. If any screw shows signs of loosening, replace all screws before flight. Replace door hinge attachment screws per SOCATA SB No BS 10-124-52.
(DGAC AD 2001-307(A) refers)

Compliance: Inspect before next flight.

Replace screws within 25 hours TIS or 2 months whichever is sooner.

Effective Date: 27 September 2001

DCA/TB9/39 Wing Attachment Bolts - Inspection

Applicability: Model TB series aircraft, S/N 2040, 2043, 2044**,** 2049 through to 2053, 2056, 2057, 2064, 2069 through to 2071, and wing attaching bolts supplied as spare parts since February 2001.

Requirement: To counter a manufacturing defect that may affect the security of the wing attachment disassemble and replace the faulty bolts per SOCATA SB No. BS 10-123-57.
(DGAC AD 2001-306(A) refers)

Compliance: Affected S/Ns at next scheduled 100 hour maintenance check. For uninstalled spares, inspect before fitting to aircraft.

Effective Date: 27 September 2001

DCA/TB9/40 Nose Gear Fork - Inspection

Applicability: Model TB9, TB10 and TB200 aircraft with nose gear forks manufactured by Socata and delivered as spare parts between 01 January 1999 and 28 February 2001.

Model TB20 and TB21 aircraft, S/N 1893, 1894, 1896 through 1899, 1901 1902, 1904 through 2021, 2023 through 2033, 2035, 2036 and 2038.

Requirement: To prevent failure of the nose landing gear, disassemble and inspect in accordance with the following Socata SBs:

TB9, TB10 and TB200: SB SOCATA TB No BS 10-120-32
TB20 and TB21 SB SOCATA TB No. BS 10-119-32
(DGAC AD 2001-304 & 305 refer)

Compliance: At the next scheduled 100 hour inspection.

Effective Date: 27 September 2001

DCA/TB9/41 Ammeter Circuit - Modification

Applicability: Model TB9, TB10, TB200, TB 20 and TB21 aircraft fitted with an ammeter option, OPT 10 593 00M or OPT 10 689 or OPT 10D689 00.

Requirement: To prevent failure of the ammeter circuit with associated fire risk, modify the circuit per SOCATA TB 10-122-24.
(DGAC AD 2001-446(A) refers)

Compliance: Within next 50 hours TIS.

Effective Date: 20 December 2001

DCA/TB9/42 Landing Gear Actuators – Inspection

Applicability: Model TB 20 and TB 21 aircraft, S/N 275 through to 2130, 2132 through to 2136, 2138 through to 2154, 2157 through to 2162 and 2170.

Requirement: To prevent failure of the retraction actuator mechanisim, which may lead to uncommanded extension of the main or front landing gear, accomplish the following:

1. Inspect all three landing gear actuators per paragraph B of the accomplishment instructions of Socata SB No TB 10-133-32.

2. Re-torque all three landing gear actuator end fittings per paragraph C of the Socata SB No TB 10-133-32 .
(DGAC AD 2002-574 refers)

Compliance: 1. Within 50 hours TIS.
2. Within 100 hours TIS.

Effective Date: 19 December 2002

DCA/TB9/43B Flight Control Gimbal Joint - Inspection

Applicability: Model TB9, TB10, TB 20, TB21 and TB200 aircraft, all S/N except those that have incorporated Socata modification 10-0209-27 or Socata TB SB No SB 10-140.

Requirement: To prevent failure of the shear pin in the aileron or elevator control gimbal joints, inspect per EADS Socata SB, TB 10-130 Rev 2.
(DGAC AD 2003-368R2 refers)

Compliance: At 300 hours TTIS or within next 50 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: DCA/TB9/43A - 30 October 2003
DCA/TB9/43B - 25 March 2004

DCA/TB9/44 Pitch Trim Actuator – Inspection & Repair

Applicability: Model TB20 and TB21 aircraft, S/N 2042, 2050, 2056 through to 2118, 2123 through to 2125 and 2144.

Requirement: To prevent loose seals allowing water to build up inside the actuator where it may freeze and prevent operation of pitch trim, inspect the actuator seals and replace if necessary per EADS Socata SB TB No. 10-135.
(DGAC AD 2003-286 refers)

Compliance: Within 100 hours TIS.

Effective Date: 30 October 2003

DCA/TB9/45 Nose Gear Fork - Inspection

Applicability: Model TB9 TB10 and TB200 aircraft, S/N 2054, 2074 through to 2155 and 2184.

Requirement: To detect a manufacturing defect which has resulted in incorrect orientation of the forging grain flow lines which may reduce the strength of the nose gear fork, inspect per EADS Socata SB TB No. 10-138.
(DGAC AD 2003-285 refers)

Compliance: By 31 December 2003.

Effective Date: 30 October 2003

DCA/TB9/46 Main Landing Gear Bearing - Inspection

Applicability: Model TB20 aircraft, S/N 1 through to 2208 that have accumulated less than 50 hours since delivery or installation of MLG hinged strut.

Requirement: To detect failure of the crimping to retain the plain bearing in the main landing gear hinged strut, inspect per Socata SB TB No 10-139.
(AD F-2003-390 refers)

Compliance: Within 5 hours TIS.

Effective Date: 25 March 2004

DCA/TB9/47 Wing Spar Lower Boom – Inspection

Applicability: Model TB 20 and TB 21 aircraft, S/N 1 through to 9999 with repair No REP 20.031 not embodied on both sides of the aircraft.

Requirement: To correct possible interference between the wing spar lower boom and the wheel fairing attaching screws, which if left uncorrected will reduce the fatigue life of the wing spar with potentially catastrophic results, inspect the wing spar lower boom and repair as necessary, per the accomplishment instructions in EADS Socata Service Bulletin No. 10-148.

If the damage exceeds the acceptable values given in SB No. 10-148, or if the defect is not located in areas depicted in figure 2 of SB No. 10-148, then the type 1 or type 2 repair is no longer an acceptable repair solution. A written report shall be sent to the manufacturer requesting an acceptable repair scheme, per paragraph A-5 of SB No. 10-148.

Further flight is prohibited until a manufacturer approved repair has been accomplished, or if the aircraft manufacturer agrees to further flight.

(EASA AD 2006-0123 refers)

Compliance: Within 100 hours TIS or by 29 June 2007, whichever occurs sooner.

Effective Date: 29 June 2006

DCA/TB9/48 Engine and NLG Mounts – New Life Limits

Applicability: Model TB 9 and TB 10 aircraft, all S/Ns.

Requirement: This AD introduces a 10 000 hour life limit for the engine and NLG mounts, per the Airworthiness Limitations Section of the relevant Aircraft Maintenance Manual (AMM), revision 18.

(EASA AD 2007-0034 refers)

Compliance: From the effective date of this AD.

Effective Date: 29 March 2007

DCA/TB9/49 Cabin Door Catches – Inspection

Applicability: Model TB 9, TB 10, TB 20 and TB 21 aircraft, fitted with aluminium alloy cabin door catches.

Requirement: To prevent failure of the cabin door catch accomplish the following:

1. Inspect the cabin door catches for cracks per the instructions in EADS Socata Service Bulletin No 10-058. Replace cracked catches before further flight.

2. Replace AU4G door catches with steel catches P/N TB 10 250 72 101.

(EASA AD 2007-0101 refers)

Note 1: Replacing AU4G aluminium-alloy cabin door catches with steel catches is terminating action to the inspection requirements of this AD.

Compliance: 1. Within the next 100 hours TIS or annual inspection, whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.

2. Within 1500 hours TTIS or within 50 hours TIS for door catches which have exceeded 1500 hours TTIS, or by 31 December 2011 whichever is the sooner.

Effective Date: 31 May 2007

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.

2015-0130 Horizontal Stabiliser Spar – Inspection

Applicability: Socata TB 9, TB 10, TB 20, TB 21 and TB 200 aircraft, all S/N.

Effective Date: 21 July 2015

2018-0030R1 Wing Front Attachments – Inspection

Applicability: Socata TB 9, TB 10 and TB 200 aeroplanes, all S/N.

Note: Since EASA AD 2018-0030 was issued, it has been determined that the aircraft configuration referred to in Table 5 of the AD incorrectly referred to the installation instructions, rather than to the modification kit number. The AD revised to correct this error.

Effective Date: EASA AD 2018-0030 - 22 February 2018
EASA AD 2018-0030R1 - 28 June 2018

2019-0274 Main Landing Gear Leg – Inspection

Applicability: Socata TB 20 and TB 21 aeroplanes, all S/N.

Effective Date: 21 November 2019

*** 2025-0160 Lower Rudder Hinge Fitting – Inspection**

Applicability: Socata TB 9, TB 10, TB 200, TB 20 and TB 21 aircraft, all S/N.

Effective Date: 8 August 2025

Airworthiness Directive Schedule

Propellers and Propeller Governors

Woodward Constant Speed Propeller Governors

31 July 2025

Notes:

1. This AD schedule is applicable to Woodward Constant Speed Propeller Governors installed on aircraft.

2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to Woodward Constant Speed Propeller Governors installed on aircraft.

ADs listed in this schedule can be obtained directly from the applicable NAA website.

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/WOOD/101 Cancelled - Purpose Fulfilled

DCA/WOOD/102 Cancelled - Purpose Fulfilled

DCA/WOOD/103 Cancelled - Purpose Fulfilled

DCA/WOOD/104 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/105 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/106 Flyweight Retaining Ring - Modification

Applicability: As detailed

Requirement: Woodward SB 33522

Compliance: Within the next 100 hours TIS

Effective Date: 30 September 1960

DCA/WOOD/107 Coil Retaining Screws Safety Wire - Inspection

Applicability: As detailed in FAA AD 70-16-1

Background: To prevent uncontrolled feathering

Requirement: All affected governors are to be inspected in accordance with the provisions of FAA AD 70-16-1

Compliance: Within the next 50 hours flight time

Note: Operators notified of this requirement 8 September

Effective Date: 31 October 1970

DCA/WOOD/108 Cancelled by DCA/WOOD/109

DCA/WOOD/109 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/110 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/111 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/112 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

DCA/WOOD/113 Cancelled – Purpose fulfilled

Effective Date: 26 May 2011

*** DCA/WOOD/114 Cancelled – FAA AD 81-25-01 (Maule M5 235C) refers**

Note: FAA AD 81-25-01 is applicable to Woodward governor F210681 installed on Maule M5 235C aircraft, with a governor S/N 1446751 through to 1446783, 1446785 through to 1446806, 1446808, 1446809, 1446811, 1446812, 1446814 through to 1446817, 1567547 through to 1567562, 1567564 through to 1567594, and 1567596 through to 1567612.

FAA AD 81-25-01 is now listed in the AD schedule applicable to Maule M5 235C aircraft.

Effective Date: 31 July 2025

DCA/WOOD/115 Propeller Governors – Inspection and Rework

Applicability: Woodward governor models 210452, A210452, B210452, C210452, D210452, E210452, F210452, G210452, H210452, J210452, K210452, L210452, M210452, P210452, 210453, 210458, 210460, B210460, 210462, A210462, 210472, and C210472 with S/N below 992601 which were manufactured prior to 1970 and used on single reciprocating engine aircraft.

These Woodward governor models may be installed on but not limited to the following single engine aircraft: BEECH models E33, F33, E33A, E33C, F33A, F33C, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36 and A36 aircraft, BELLANCA models 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31TC, 17-31ATC aircraft, CESSNA models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 185, 185A, 185B, 185C, 185D, 185E, A185E, 188, A188, 188A, A188A, 206, U206, P206, U206A, P206A, P206B, TU206A, TU206B, TP206A, TP206B, U206B, P206C, TP206C, P206D, TP206D, P206E, TP206E, U206C, TU206C, U206D, TU206D, U206E, TU206E, 207, T207, 210B, 210C, 210-5(205), 210-5A(205A), 210D, 210E, T210F, 210F, T210G, T210H, 210G, 210H, T210J, 210J, 210K and T210K aircraft, MAULE models M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220C, M-4-220S, M-4-220T and M-4-180 aircraft, MOONEY models M20C and M20D aircraft and NAVION H model aircraft.

Note: The date of manufacture can be determined from a decal attached to the governor body which shows the quarter and the year. Example: "1Q70" indicates first quarter 1970.

Requirement: To prevent loss of propeller control accomplish the requirements in FAA AD 70-26-02.

(FAA AD 70-26-02 refers)

Compliance: By 26 May 2012, unless previously accomplished.

Effective Date: 26 May 2011