



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 25-06

Effective date 19 June 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 25-06****19 June 2025**

AD Schedule	AD Number	AD Title	Eff Date
Bell 429	Transport Canada AD CF-2025-29	Tail Rotor Blade Abrasion Strip Cracks - Inspection	10-Jun-25
Bell 429	Transport Canada AD CF-2024-11	Cancelled - Transport Canada AD CF-2025-29 refers	10-Jun-25
Leonardo A109 and AW109 Series	EASA AD 2024-0228 (Correction)	Hoist – Inspection	19-Jun-25
Leonardo A109 and AW109 Series	EASA AD 2025-0131	Main Rotor Swashplate Nuts – Inspection	30-Jun-25
Leonardo A119 and AW119 Series	EASA AD 2025-0131	Main Rotor Swashplate Nuts – Inspection	30-Jun-25
Robinson R44 Series	FAA AD 2025-11-07	Engine / Transmission Coupling - Inspection	11-Jul-25
Robinson R44 Series	FAA AD 2024-19-11	Cancelled – FAA AD 2025-11-07 refers	11-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](https://aviation.govt.nz/links-to-state-of-design-airworthiness-directives)

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

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

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

Note:

Airworthiness Directive Schedule Amendment Nr. 25-07 is scheduled for issue on Thursday 31 July 2025.

Notes on New and Revised Airworthiness Directives

Bell 429 Helicopters Transport Canada AD CF-2025-29 Tail Rotor Blade Abrasion Strip Cracks - Inspection

Transport Canada AD CF-2025-29 with a New Zealand effective date 10 June 2025 supersedes Transport Canada AD CF-2024-11, and is applicable to Bell 429 helicopters, S/N 57001 and subsequent.

Bell received several reports of tail rotor abrasion strip cracks. Upon investigation, it was determined that a crucial step in the fabrication of the abrasion strip was missed by one of the suppliers which could result in the presence of stress risers leading to fatigue cracking of the part.

Undetected cracking of the abrasion strip could lead to tail rotor blade failure and catastrophic consequences such as severe imbalance and destruction of tail rotor gearbox and loss of directional thrust during take-off and landing.

Transport Canada issued AD CF-2024-11 to mandate the marking of affected tail rotor blades and subsequent checks and inspections to detect any potential cracks until a terminating action is determined.

Since the issuance of AD CF-2024-11, Bell has determined that abrasion strip cracking was possible outside of the serial number range defined in the original issue of the Alert Service Bulletin (ASB).

Transport Canada AD CF-2025-29 adds certain tail rotor blade serial numbers to the list of affected tail rotor blades while giving credit for the helicopters that had complied with an earlier revision of the ASB, and otherwise maintains the requirements of AD CF-2024-11. Repaired tail rotor blades that have an "R" suffix at the end of the part number are no longer affected.

Leonardo A109 and AW109 Series Helicopters EASA AD 2024-0228 (Correction) Hoist – Inspection

EASA AD 2024-0228 re-issued to include reference to the TCDS numbers, which were erroneously omitted in the original publication.

Robinson R44 Series Helicopters FAA AD 2025-11-07 Engine / Transmission Coupling - Inspection

FAA AD 2025-11-07 supersedes FAA AD 2024-19-11 and is applicable to all Robinson R44 and R44 II helicopters.

FAA AD 2024-19-11 required visually inspecting a certain flex plate assembly (flex plate) and certain clutch shaft forward yokes (yokes), including each flex plate bolt, and depending on the results, taking corrective actions.

This AD also required removing certain yokes from service within a specified threshold, or as an alternative, performing in-depth inspections.

Since the FAA issued AD 2024-19-11, it has been determined that clarifications regarding the alternative inspections are necessary.

FAA AD 2025-11-07 retains the requirements in superseded FAA AD 2024-19-11 and clarifies that the alternative inspections are repetitive, and adds a particular paint remover option to use when performing those alternative inspections. The FAA is issuing this AD to address the unsafe condition on these products.

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

19 June 2025

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

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19 June 2025

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

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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	18 APR 19
HS-6 Series	
Williams International FJ44 Series	31 OCT 24

Propellers & Prop Governors

Propellers General AD Supplements (NZCAR III A6-3)	JUL 54
(NZCAR III A6-4)	JUL 54
Dowty Rotol Series	29 AUG 13
DUC Hélices H-FLR2 (FLAIR-2) Series	28 JUN 18
Fairey-Reed Series AD Supplements (NZCAR III A6-2)	AUG 64
Hamilton Standard Series	29 SEP 16
Hartzell Series	27 MAY 21
Hoffman Series	28 APR 22
McCauley Series	1 OCT 20
MT Propeller Series	28 JUL 22
Ontic Propeller Governors	29 JUL 10
PZL – Warszawa Series	25 SEP 03
Sensenich Series	26 JUL 07
Tarver F200	26 NOV 09
Woodward Propeller Governors	26 MAY 11

Components & Equipment

Aircraft Seats & Harnesses	27 FEB 25
Avionics (previously Radio Communication & Navigation Equipment)	29 MAY 25
Brakes and Wheels	28 FEB 02
Carburettors & Injection Systems	30 JUL 20
Electrical Equipment – Reciprocating Engines	27 OCT 22
Electrical Equipment – Aircraft General	29 SEP 16
Emergency Equipment	29 SEP 22
Fuel System Equipment	20 JAN 95
Instruments and Automatic Pilots	25 JUL 24
Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Bell 429 Series

19 June 2025

- Notes:**
1. This AD schedule is applicable to Bell 429 helicopters manufactured by Bell Helicopter Textron Canada (BHTC) under Transport Canada Type Certificate No. H-107.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.
State of Design ADs can be obtained directly from the TC website at:
[Airworthiness Directives - Advanced Search \(tc.gc.ca\)](https://tc.gc.ca/Airworthiness-Directives-Advanced-Search)
FAA ADs can be obtained directly from the FAA website at:
[Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory/policy/rulings/airworthiness-directives)
 3. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *

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CF-2015-15R1	Pylon Restraint Spring Assy Rod End – Inspection	2
CF-2015-16R3	Tail Rotor Pitch Link Spherical Bearing – Inspection	2
CF-2015-29	Oil Check Valve – Inspection	2
CF-2016-01R2	Tail Rotor Pitch Link – Inspection	2
CF-2016-07	Nose Landing Gear – Inspection	3
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CF-2016-39	Main Rotor Pitch Link Bearings – Inspection	3
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FAA AD 2017-05-51	Air Comm Corp. Air Conditioning System – Inspection	3
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CF-2018-16	Seat Belt Comfort Clips – Inspection	3
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CF-2019-03	Airworthiness Limitations	4
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CF-2002-03R3 KAflex Shaft – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 10 October 2013

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

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

Effective Date: 24 January 2013

FAA AD 2013-06-51 Goodrich Hoist – Inspection

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

Effective Date: 15 July 2013

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

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

Effective Date: 2 September 2014

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

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

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

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

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

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

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

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

CF-2015-29 Oil Check Valve – Inspection

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

Effective Date: 21 December 2015

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

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

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

CF-2016-07 Nose Landing Gear – Inspection

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

Effective Date: 18 March 2016

CF-2016-11R3 Bellcrank Pivot Bearings – Inspection

Applicability: Bell 429 helicopters, all S/N.

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

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

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

Effective Date: 12 December 2016

CF-2017-02 Landing Gear Parts – Life Limitation

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

Effective Date: 30 January 2017

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

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

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

Effective Date: 6 March 2017

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

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

Effective Date: 31 May 2017

CF-2017-23 Goodrich Hoists – Inspection

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

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

Effective Date: 21 July 2017

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 429 helicopters, all S/N.

Effective Date: 28 June 2018

CF-2018-18 Tail Rotor Gearbox – Inspection

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

Effective Date: 16 July 2018

CF-2018-35 Tail Rotor Gearbox – Inspection

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

Effective Date: 31 January 2019

CF-2019-03 Airworthiness Limitations

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

Effective Date: 28 February 2019

CF-2019-15 Tail Rotor System Limitations

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

Effective Date: 27 April 2019

CF-2019-16 Flight Control System - Yaw Trim

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

Effective Date: 17 May 2019

CF-2020-11 Control Bellcrank Bearing Staking - Inspection

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

Effective Date: 30 April 2020

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

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

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

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

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

Applicability: Bell 429 helicopters, all S/N.

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

CF-2021-15 TRGB Support Assembly to Tail Boom Attachment - Inspection

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

Effective Date: 29 April 2021

*** CF-2024-11 Cancelled - Transport Canada AD CF-2025-29 refers**

Effective Date: 10 June 2025

CF-2025-16 Stability and Control Augmentation System Actuators (SCAS) - Inspection

Applicability: Bell 429 helicopters, S/N 57001 and subsequent fitted with SCAS actuator P/N 429-001-065-107/-109/-111.

Effective Date: 31 March 2025

*** CF-2025-29 Tail Rotor Blade Abrasion Strip Cracks - Inspection**

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

Note: The repetitive visual inspections required before every engine start in Part II of CF-2025-29, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspections may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any cracks are found during the repetitive visual inspections in either side of the abrasion strip of an affected tail rotor blade marked with a visual identification mark, then an aircraft maintenance engineer must accomplish the corrective actions in accordance with the requirements in CF-2025-29, before further flight.

Effective Date: 10 June 2025

Airworthiness Directive Schedule

Helicopters

Leonardo A109 and AW109 Series

19 June 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 *

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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/A109All 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, A109All, 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, A109All 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, A109All, 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 A109All 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, A109All 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 corrossions 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, A109All 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 helicopters, 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, A109All 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, A109All 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, A109All, 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

A109All helicopters, all S/N.

Effective Date: 20 February 2015

2015-0035-E Tail Rotor Pitch Control Link Assembly – Inspection

Applicability: A109A, A109All, 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).

A109All, 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 A109All 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, A109All, 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 A109All helicopters, all S/N.

Effective Date: 3 April 2020

2020-0142 Tail Rotor Drive Slider Assembly Pitch Control – Inspection

Applicability: A109A and A109All 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, A109All, 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

Airworthiness Directive Schedule

Helicopters

Leonardo A119 and AW119MKII

19 June 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 \(faa.gov\)](https://www.faa.gov/regulatory/policy/and-standards/airworthiness/airworthiness-directives/)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/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 system 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](https://www.caa.govt.nz/links-to-state-of-design-airworthiness-directives/)

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

2013-0208 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

Airworthiness Directive Schedule

Helicopters

Robinson R44 Series

19 June 2025

- Notes:**
1. This AD schedule is applicable to Robinson R44 Raven and R44 Raven II helicopters manufactured under FAA Type Certificate No. H11NM.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory/policy/airworthiness/ad)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/R44/1 Cyclic Stick Assembly - Removal of Parts

Applicability R44 series helicopters, S/N less than but not including 0017.

Requirement: To prevent failure of the cyclic stick assembly and loss of control of the helicopter accomplish the following:

Remove the following cyclic control system parts and replace with the corresponding replacement parts per the applicable maintenance manual:

Remove P/Ns:	Replace with P/Ns:
A205-3	A205-5 Revision J or higher
C175-1	C175-2 Revision H or higher
C176-1	C176-2 Revision B or higher
C177-1	C177-2 Revision F or higher
C319-1	C319-3 Revision I or higher
C320-1	C320-1 Revision L or higher
C958-4	C958-5 Revision E or higher
A101-4	D173-1 Revision A or higher
C338-1	C338-4 Revision C or higher
A211-2	A211-3 Revision I or higher
A137-1	A137-2 Revision C or higher

(FAA AD 94-26-10 refers)

Compliance: Before further flight

Effective Date: 16 September 1994

DCA/R44/2B Fanwheel and Shaft - Replacement

Applicability R44 series helicopters, S/Ns 0006 through to 0246, except S/N 0014, 0069, 0090, 0182, 0186, 0215, 0228, 0237 and 0239.

Requirement: To prevent loss of engine cooling, replace the fanwheel and shaft assembly, per Robinson R44 SB -14.

Note: With the replacement of the fanwheel and shaft assembly, Textron Lycoming recommends the installation of P/N 14W22647 counterweight rollers, per Textron Lycoming Service Instruction No. 1500. If this has not been accomplished, comply with DCA/LYC/211.

Compliance: Within the next 100 hours TIS, unless already accomplished.

Effective Date: DCA/R44/2A - 7 June 1996
 DCA/R44/2B - 31 August 2006

DCA/R44/3C Cancelled

Effective Date: 25 November 2004

DCA/R44/4 Cancelled - Purpose Fulfilled

DCA/R44/5 Cyclic Control System - Replacement and Inspection

Applicability R44 series helicopters, S/N 0001 through to 0150.

Requirement: To prevent binding in the cyclic control system and subsequent loss of control of the helicopter, accomplish the following:

1. Replace, the existing push-pull tube sleeve guide assembly with a C439-7 assembly (included in the KI-88 push-pull tube guide kit) per Robinson SB-4. Inspect the C121-7 push-pull tube sleeve for signs of wear per SB-4. Replace if necessary using the sleeves and adhesive in the KI-88 kit before further flight.
2. Inspect the C121-7 push-pull tube sleeve for signs of wear per the applicable maintenance manual. Replace if necessary using the sleeves and adhesive in the KI-88 kit before further flight.

(FAA AD 95-09-07 refers)

Compliance: 1. Within next 25 hours TIS.
2. At intervals not to exceed 100 hours TIS.

Effective Date: 7 July 1995

DCA/R44/6A Main Rotor RPM Warning Unit - Adjustment

Applicability All R44 series helicopters.

Requirement: To minimise the possibility of pilot mismanagement of the main rotor RPM, which could result in unrecoverable main rotor blade stall and subsequent loss of control of the helicopter, accomplish the following:-

Adjust the A569-6 low-RPM warning unit so that the warning horn and caution light activate when the main rotor RPM is between 96% and 97% rotor RPM per the procedures contained in the R44 maintenance manual.

Revise the R44 Flight Manual (AIR2479) to include the FAA-approved Flight Manual revision dated July 25, 1996.

(FAA AD 97-02-15 refers)

Compliance: Within next 30 days unless already accomplished.

Effective Date: DCA/R44/6 - 5 July 1996
DCA/R44/6A - 14 March 1997

DCA/R44/7 Main Rotor Gearbox Ring Gear Bolts - Inspection

Applicability All R44 series helicopters fitted with main rotor gearbox P/N C006-1, revisions A through to P.

Requirement: To prevent loosening of the bolts securing the gear to the gear carrier which could lead to fatigue failure of the gear carrier, accomplish Robinson SB-15.

(FAA Priority Letter AD 96-18-22 refers)

Compliance: Within next 5 hours TIS.

Effective Date: 4 September 1996

DCA/R44/8 Main Rotor Clutch - Inspection and Replacement

Applicability: R44 series helicopters, S/N 0001 through to 0332.

Requirement: To prevent failure of the sprag clutch to lock or unlock, accomplish the following:

1. Inspect both up-limit switches, P/N V3-1001, for proper operation per Robinson R44 SB-21. If the motor runs when the springs are depressed on one side, the switch on the OPPOSITE side is not functioning properly. If either up-limit switch does not function properly, before further flight replace the up-limit switch with an airworthy up-limit switch per SB-21.
2. Replace the clutch assembly, P/N C018-1, with a clutch assembly, P/N C018-2 or P/N C018-2A, per Robinson R44 SB-23.

(FAA AD 97-16-02 refers)

Compliance: 1. Inspect within next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
2. Replace within next 50 hours TIS.

Effective Date: 14 August 1997

DCA/R44/9 Cyclic Control System - Inspection

Applicability: R44 series helicopters, S/N 0002 through to 0420, 0425, 0426, and 0427 fitted with a C056-1 Rev A through to G spring assembly.

Requirement: To detect excessive wear on the lateral cyclic trim spring shaft, which could allow the shaft to move from its lower mount and interfere with lateral cyclic control resulting in loss of control of the helicopter, accomplish the following:-

Measure the diameter of the shaft per the Compliance Procedure contained in Robinson R44 SB-26.

If the shaft diameter varies more than 0.004 inch in any 0.50 inch of length, in the measurement area shown in Figure 1 of SB-26, replace the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly before further flight.

Replacing the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly per SB-26 is considered terminating action for the requirements of this AD.

(FAA Priority Letter AD 98-04-12 refers)

Compliance: Within next 10 hours TIS, and thereafter at intervals not to exceed 20 hours TIS.

Effective Date: 13 February 1998

DCA/R44/10 Oil Line Elbows - Replacement

Applicability: R44 series helicopter, S/N 0001 through to 0330.

Requirement: To prevent failure of either the 45 degree or 90 degree aluminium elbows that connect the oil lines from the oil cooler to the engine accessory case, which would cause loss of engine oil, resulting in an engine failure, accomplish the following:-

Remove any aluminium (blue-coloured) AN823-8D (45 degree) or MS20822-8D (90 degree) elbows that connect the A723 oil cooler lines to the engine accessory case and replace them with airworthy MS20823-8 (45 degree) steel elbows or MS20822-8 (90 degree) steel elbows per Robinson R44 SB-25.

(FAA AD 98-05-10 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 10 April 1998

DCA/R44/11A Main Rotor Blades – Inspection and Replacement

Applicability: R44 series helicopters, S/N 0002 through to 0486 fitted with main rotor blades P/N C016-1.

Requirement: To prevent failure of a main rotor blade and subsequent loss of the helicopter, accomplish the following:-

1. Perform a dye-penetrant inspection of the main rotor blade skin around both inboard trim tab alignment rivets as follows, referring to Figure 1.

a) Remove all paint around both rivets, exposing an area of approximately 3/4" in diameter, at the inboard trim tab on the top and bottom of each main rotor blade (4 places per main rotor blade). Use 180 grit or finer abrasive paper, followed by 600 grit or finer paper to eliminate course sanding marks. Sand only in a spanwise direction. Do not use chemical paint strippers.

b) Inspect the main rotor blade skin around the rivets on the upper and lower surfaces (4 locations) using a dye-penetrant inspection method.

Note 1: Chord-wise cracks in the paint up to 2 inches long which are located along either inboard or outboard edge of the trim tab are acceptable.

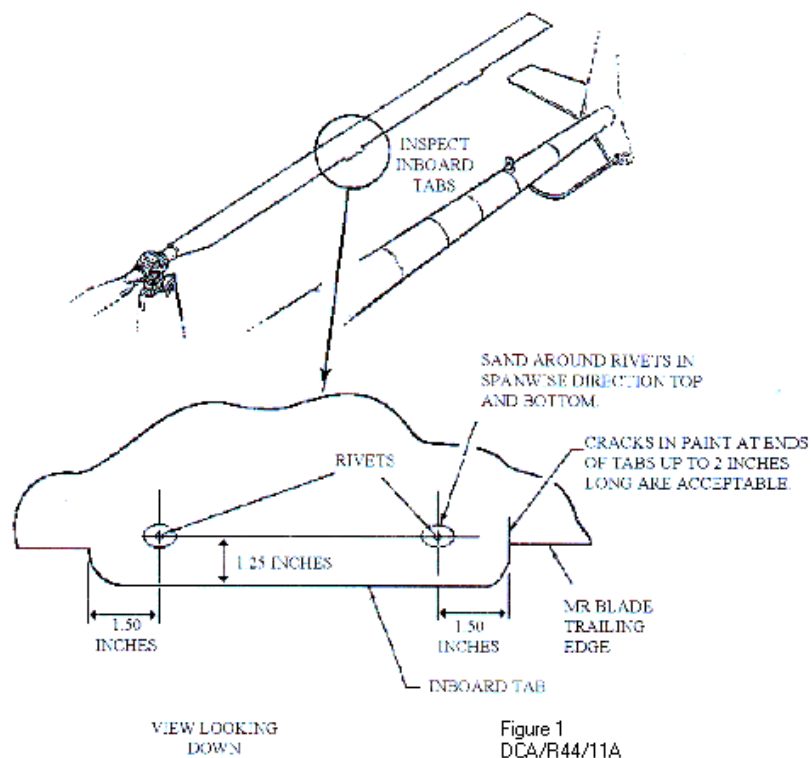
c) Clean the sanded areas prepared in accordance with paragraph a) of this AD with 111-Trichloroethane or methyl ethyl ketone (MEK) and then apply clear lacquer to seal the unpainted areas.

Note 2: Do not bend the inboard main rotor blade tabs from their present position or utilise them for any subsequent main rotor blade tracking adjustment.

2. Using a 5-power or higher magnifying glass, visually inspect both upper and lower main rotor blade skin surfaces around the inboard trim tab rivets (4 locations) for cracks. If a crack is found, replace the main rotor blade with an airworthy main rotor blade before further flight.

Note 3: The daily inspection may be accomplished by pilot subject to:
Adequate instruction by LAME responsible for the aircraft.
Aircraft Technical Log to be endorsed to refer to inspection requirement.

3. Install a set of main rotor blades, P/N C016-2. This constitutes terminating action for the inspections required by this AD.



Note 4: Robinson Helicopter Company R44 SB-27B, and SB-28, pertain to the subject of this AD.

(FAA AD 98-22-16 refers)

- Compliance:**
1. Within the next 5 hours TIS
 2. After accomplishing part 1, prior to the first flight of each day, or at intervals not to exceed 5 hours TIS, whichever occurs first.
 3. By 16 November 1998

Effective Date: DCA/R44/11 - 11 June 1998
DCA/R44/11A - 5 November 1998

DCA/R44/12A **FAA AD 98-21-36 Cancelled – FAA AD 99-23-01 now refers**

Effective Date: 28 April 2022

DCA/R44/13 **Cancelled – DCA/R44/17 refers.**

DCA/R44/14 Auxiliary Fuel Tank Sump Drain - Modification

Applicability: R44 series helicopters, S/N 0002 through to 0529, except S/N 0440, 0485, 0512, 0515, 0519, 0526, 0527 and 0528.

Requirement: To prevent fuel leaks from the auxiliary fuel tank sump drain, which could cause a fire and subsequent loss of the helicopter, accomplish the following:-

Install a shutoff clamp, P/N D663-1, by sliding it onto the auxiliary fuel tank sump drain tube, P/N A729-7, as shown.

Install placard decal, P/N A654-93, as shown.

(FAA AD 99-13-11 refers)

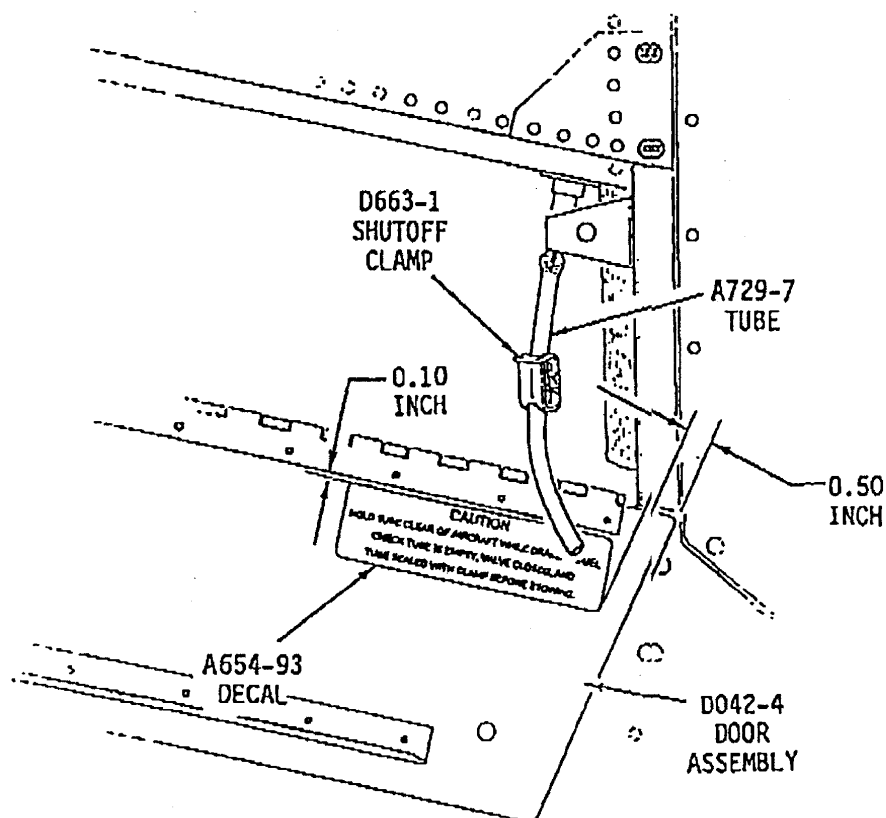


FIGURE 1
AD 99-13-11

Compliance: Within 100 hours TIS or 3 months, whichever occurs first.

Effective Date: 30 July 1999

DCA/R44/15 Yoke Assembly P/N C908-1 – Replacement

Applicability: R44 series helicopters, S/N 0219 and 0535 through to 0608 (except S/N 0565, 0582, and 0592).

Requirement: To prevent failure of the yoke assembly, which could result in loss of main and tail rotor drive and subsequent loss of control of the helicopter, determine, if the yoke assembly, P/N C908-1C, from Lot No 36B, 37, or 38 is installed. Yoke assemblies, P/N C908-1C, from Lot Nos 36B, 37, and 38 were installed as original equipment in R44 helicopters, S/N 0219 and 0535 through 0608 (except S/N's 0565, 0582, and 0592). Replace any yoke assembly, P/N C908-1C, from Lot No 36B, 37, or 38, with an airworthy yoke assembly from a lot other than 36B, 37, or 38 per Robinson Helicopter Company R44 SB-35.
(FAA AD 99-17-17 refers)

Compliance: Before further flight

Effective Date: 24 September 1999

DCA/R44/16 Fuel Line Assembly – Inspection and Modification

Applicability: R44 series helicopters, S/N 0002 through to 0462.

Requirement: To prevent contact between the wire harness and the fuel line assembly, which could result in chafing of the wire harness and a potential fire hazard, remove the cover, P/N C474-1, from between the rear seatbacks.

Inspect the wire harness, P/N C059, and the fuel line assembly, P/N C726-2, above the fuel shutoff valve for contact. If the wire harness contacts the fuel line assembly, inspect for chafing. If chafing has occurred between the wire harness and the fuel line assembly, replace the fuel line with an airworthy fuel line assembly. Torque the fuel line nuts to 110-130 in-lbs. Verify that clearance exists between the fuel line assembly and the wire harness.

Install a 3-inch section of spiral wrap tubing, P/N B161-8, on the fuel line assembly as shown in Robinson SB-31. Push the spiral wrap tubing down until it is against the fuel line fitting.

Note: *FAA AC 43.13-1B, Chapter 11, describes procedures acceptable for replacing the wire harness if required.*
(FAA AD 2000-07-03 refers)

Compliance: Within next 100 hours TIS or by 31 July 2000, whichever is the sooner.

Effective Date: 27 April 2000

DCA/R44/17 Sprag Clutch - Replacement

Applicability: R44 series helicopters, S/N 0001 through to 0541, 0543, 0550, 0556 and 0565 fitted with sprag clutch P/N C188-3, S/N 0003 through to 0505.

Requirement: To prevent sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter, replace sprag clutch, P/N C188-3, S/N 0003 through 0505, with sprag clutch P/N C188-3, S/N 0506 or higher.

Remove from the Rotorcraft Flight Manual the Special Pilot Caution contained in Robinson Helicopter Company R44 SB-32 dated March 22, 1999, or the Special Pilot Caution insert in the Normal Procedures Section of the Rotorcraft Flight Manual between pages P.4-8 and P.4-9 required by airworthiness directive DCA/R44/13, as applicable.
(FAA AD 2000-08-04 refers)

Compliance: Within next 50 hours TIS or by 24 June 2000, whichever is the sooner.

Effective Date: 25 May 2000

DCA/R44/18 Horizontal Stabilizer Assembly – Life Limit

Applicability: All R44 series helicopters fitted with horizontal stabilizer assembly, P/N C044-1; and S/N 0009 through 0224, except S/N 0018, 0090, 0094, 0111, 0129, 0144, 0161, 0178, 0201, and 0223.

Requirement: To prevent a crack through a vertical-to-horizontal stabilizer attach channel (channel), which can cause separation of the stabilizers and subsequent loss of control of the helicopter, accomplish the following:-

Remove the vertical stabilizer and inspect the nutplate on channels, P/N D283-1 and -2. If the nutplates are P/N MS21086L4, no further action is required by this AD. If the nutplates are P/N NAS697A4, replace the channels with airworthy channels, P/N D296-1, or D296-2 before further flight.

Robinson SB-39 also refers to the subject of this AD.

This AD revises the Limitations section of the maintenance manual by establishing a retirement life of 2200 hours TIS for assembly, P/N CO44-1, with channels, P/N D283-1 or -2, with nutplates, P/N NAS697A4, installed.

(FAA AD 2001-20-18 refers)

Compliance: Before accumulating 2200 hours TIS on the assembly.

Effective Date: 29 November 2001

DCA/R44/19 V-Belt Restraint Panel Assembly - Replacement

Applicability: R44 series helicopters, S/N 0002 through to 0240.

Requirement: To prevent failure of the support structure for the right-hand V-belt restraint, replace the C309-1 panel assembly per Robinson Helicopter Company SB-16.

Compliance: By 31 August 2002

Effective Date: 30 May 2002

DCA/R44/20 Tail Rotor Pitch Control - Inspection

Applicability: R44 series helicopters, all S/N up to and including S/N 1208, except S/N 1143, 1165, 1183, 1189, 1192, 1196, 1197, 1198, 1200, 1203 and 1204 fitted with a pitch control assembly, P/N C031-1, revision G or prior.

Requirement: To detect corrosion of a tail rotor pitch control bearing and to prevent bearing failure and loss of directional control of the helicopter, accomplish the following:

Inspect the pitch control assembly for roughness or binding of the pitch control bearings by hand-rotating the pitch control bearing housing in accordance with Robinson Helicopter Company SB-43A, Revision A. If the housing does not rotate freely, replace the unairworthy pitch control assembly with an airworthy unit before further flight.

(FAA AD 2003-04-05 refers)

Compliance: Within 50 hours TIS or by 31 March 2003 whichever occurs first. Thereafter inspect at intervals not to exceed 300 hours TIS or 12 months, whichever occurs first.

Effective Date: 27 February 2003

DCA/R44/21 Main Rotor Swashplate and Tail Rotor Blade Attachment Bolts - Replacement

Applicability: All R44 and R44II helicopters.

Requirement: To prevent failure of the main rotor swashplate and tail rotor blade attachment bolts, and subsequent loss of control of the helicopter, accomplish the following:

1. For model R44 S/N 0210, 0565, 0641, 0987, and 1312 through 1349, except 1345 and 1346; and R44II helicopters, S/N 10010, 10062, and 10083 through 10212, except 10092, 10173, 10204, 10207, 10210, and 10211, accomplish the following:-

Visually inspect each bolt for fretting residue under the bolt head as indications of a loose or cracked bolt. Apply 10-15 ft-lb (13-20 Nm) torque to each bolt head and verify no rotation. See Figure 1 of Robinson SB-51. If residue or rotation of the bolt is found, before further flight, replace each unairworthy bolt with an airworthy bolt that does not have a vendor identification marking of 01DO.

Within 10 hours TIS or by 31 December 2003, whichever occurs first, replace each bolt, P/N NAS6605-31, which has vendor identification marking 01DO on the bolt head, with an airworthy bolt, P/N NAS6605-31, which has an alternate vendor identification marking.

2. For all other R44 and R44II helicopters accomplish the following:

Determine if maintenance has been performed after 7 February 2003 on the areas specified in Figure 1 of Robinson SB-51, and determine if any bolt, P/N NAS6605-31, shown in Figure 1 has been replaced for any reason. If any bolt has been replaced, or if it is uncertain whether any bolt has been replaced after 7 February 2003, remove the paint from the bolt head to reveal the vendor identification marking. Determine if the bolt vendor identification is 01DO.

If the bolt vendor identification is 01DO before further flight accomplish the following:

Visually inspect each bolt for fretting residue under the bolt head as indications of a loose or cracked bolt. Apply 10-15 ft-lb (13-20 Nm) torque to each bolt head and verify no rotation. See Figure 1 of Robinson SB-51. If residue or rotation of the bolt is found, then before further flight, replace each unairworthy bolt with an airworthy bolt that does not have a vendor identification marking of 01DO.

Within 10 hours TIS or by 31 December 2003, whichever occurs first, replace each bolt, P/N NAS6605-31, which has vendor identification marking 01DO on the bolt head, with an airworthy bolt, P/N NAS6605-31, that has an alternate vendor identification marking.

3. Bolt, P/N NAS6605-31, with vendor identification marking 01DO on the bolt head, is NOT ELIGIBLE for installation on any helicopter.

(FAA 2003-24-51 AD refers)

Compliance: Before further flight.

Effective Date: 4 December 2003

DCA/R44/22A Fuel Control Unit – Modification

Applicability: All R44 II series helicopters fitted with Lycoming engine model IO-540-AE1A5 not embodied with Robinson SB No. 55.

Note 1: This AD revised to mandate the fuel control unit modification per Robinson SB No. 55.

Requirement: To prevent corrosion inside the fuel control unit, which may lead to loss of engine power and in-flight engine failure, accomplish the following:

Modify the fuel control unit per Robinson SB No. 55 dated 20 July 2005.

Note 2: This modification rotates the fuel control through 90 degrees to reduce the possibility of water entering the fuel control unit intake.
(NZ occurrences refer)

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

Effective Date: 30 July 2009

DCA/R44/23B Sprag Clutch Assembly – Inspection

Applicability: All R44 series helicopters fitted with a sprag clutch assembly P/N C188-3 revisions D, E, F, G or H.

Note 1: DCA/R44/23B revised to clarify the applicability and the requirements. The AD mandates lubricant inspections for sprag clutch assemblies P/N C188-3 revisions D, E, F, G and H.

Requirement: To prevent failure of the clutch assembly due to worn or broken parts which could either result in loss of the main rotor drive, or result in the clutch assembly failing to disengage during autorotation, accomplish the following:

1. Review the aircraft records, or inspect the sprag clutch assembly fitted to the aircraft and determined if both the forward and aft retainers P/N C168-X fitted to the sprag clutch have a screw P/N B289-3.

If both the forward and aft retainers P/N C168-X are found fitted with screws P/N B289-3, then accomplish requirement 2 of this AD.

If early revision retainers P/N C168-X are found fitted, which do not have screws P/N B289-3, then accomplish requirement 3 of this AD.

Note 2: Sprag clutches with retainers P/N C168-5 are fitted with a screw P/N B289-3. Older clutch assemblies may not have retainers fitted with screws P/N B289-3. To determine the dash number of the forward and aft retainers fitted to the sprag clutch refer to the RHC R44 IPC.

2. For a sprag clutch with retainers fitted with screws P/N B289-3:

Accomplish steps 4 through to 7 in Robinson R44 SB-79, dated 20 December 2010 or later approved revision.

If any evidence of metal contamination is found, remove the clutch assembly P/N C018-X from the aircraft, and replace with a new or overhauled clutch assembly per the instructions in the Robinson R44 MM.

If no metal contamination is found, service the sprag clutch assembly with lubricant per the instructions in steps 8 through to 11 in Robinson R44 SB-79.

3. For a sprag clutch with retainers not fitted with screws P/N B289-3:

Remove the clutch assembly P/N C018-X from the aircraft per the instructions in section 7.210 of Robinson R44 Maintenance Manual (MM), and remove the aft and forward seal retainers per the instructions in section 7.213 of the R44 MM to expose the bearing cavity, and inspect for metal particle contamination.

If any evidence of metal contamination is found or if any defective parts are found, replace with a new or overhauled clutch assembly per the instructions in the Robinson R44 MM.

If there is no evidence of metal contamination, rotate the sheave drive shaft in the free wheel direction and feel for momentary drag. As the rotation is continued in the free wheel direction inspect for a notchy feel, listen for unusual noises and roughness from the sprag clutch area.

If any of these symptoms are detected, or if any defective parts are found, replace with a new or overhauled clutch assembly per the instructions in the Robinson R44 MM.

Remove any light surface corrosion at the shaft-to-seal junctures and apply a suitable corrosion inhibitor, and replace all clutch assembly seals, o-rings and lubricant per the clutch assembly seal replacement instructions in section 7.213 of the Robinson R44 MM, before further flight.

Restore the actuator drive belt tension per the instructions in section 7.500 of the Robinson R44 MM. Adjust the actuator, as required, per the instructions in section 7.540 of the Robinson R44 MM.

(NZ occurrences refers)

- Note 3:** Older clutch assemblies fitted with early revision retainers can be retrofitted with retainers P/N C168-5 with the embodiment of RHC Kit KI-202.
- Note 4:** Symptoms of a worn clutch assembly or cracked sprag ends may include leaking clutch assembly oil seals, unusual noise from the upper sheave or unusual aircraft vibration on engine shutdown, or momentary drag with clutch overrun during autorotation.
- Note 5:** If metal contamination is found, submit a defect report form CA005D to the Civil Aviation Authority per Rule Part 12.57 and provide the clutch assembly hours TIS and the nature of the defects found.
- Compliance:** 1. 2. & 3. At 500 hours TTIS, or within the next 50 hours TIS, whichever is the later, unless previously accomplished, and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** DCA/R44/23 - 31 May 2007
DCA/R44/23A - 21 April 2011
DCA/R44/23B - 30 August 2018

DCA/R44/24 Seat Belt Buckle Assembly – Replacement

- Applicability:** R44 helicopters, all S/N through to 1576.
R44 II helicopters, all S/N through to 11107.
Fitted with a seat belt buckle assembly P/N C628-4 revision M or earlier.
- Requirement:** To prevent cracks developing in the stainless support strap of the seat belt buckle assembly which could result in failure of a seat belt, remove the buckle assembly and the spacer, and replace with a buckle assembly P/N C628-4, revision N and a new buckle assembly spacer P/N A130-52, per the procedure in paragraph 3 of Robinson Helicopter Company Service Bulletin SB-56.
(FAA AD 2007-11-01 refers)
- Note 1:** The new buckle assembly spacers have been redesigned to be slightly longer than the previous spacers to reduce friction in the joint.
- Note 2:** Inspecting the buckle assembly for cracks is not a requirement of this AD.
- Compliance:** Within the next 100 hours TIS unless already accomplished.
- Effective Date:** 28 June 2007

DCA/R44/25 Helipod R44 5 Place Kit – Removal from Service

Applicability: All R44 and R44 II helicopters fitted with Helipod R44 5 place kit P/N MHPR44BS25200.

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

1. The carriage of a passenger in the centre rear seat position is prohibited. Insert a copy of this AD into the AFM, opposite the supplement for the Helipod 5 Place Kit.
2. Remove the rear seat P/N MHPR44BS25200 and return the aircraft to an approved configuration. Remove the Flight Manual Supplement and AD from the AFM.

Note: It has not been demonstrated that this modification kit maintains the existing level of occupant safety for the centre seat passenger in an emergency landing. The modification may also reduce the existing occupant safety features of the two other rear seats.

Compliance:

1. From 20 September 2007
2. By 20 October 2007

Effective Date: 20 September 2007

DCA/R44/26B Cancelled – DCA/R44/29 refers

Effective Date: 7 July 2011

DCA/R44/27A Door Hinge Security – Inspection and Installation

Applicability: All R44 and R44 II helicopters.

Note 1: This AD revised to introduce requirement 2 which requires the installation of cotter pins or ring-cotters on the upper and lower hinge assemblies every time any of the doors are refitted to the aircraft.

Requirement: To prevent a cabin door separating from the aircraft, accomplish the following:

1. Inspect the upper and lower hinge assemblies P/N C227-1, C227-2 C227-3, C227-4 on both the forward cabin doors for the installation of cotter pins or ring-cotters.

Also inspect the upper and lower hinge assemblies P/N C389-3, C389-4, C389-9 and C389-10 on both the aft cabin doors for the installation of cotter pins or ring-cotters.

If cotter pins or ring-cotters are not fitted to all door hinges assemblies, fit cotter pins P/N MS24665-151 or ring-cotters P/N B427-1 (or an approved equivalent part).

On doors where the lower hinge pin may be too short for a cotter to be fitted, replace the lower hinge with a hinge which has a longer pin and provision for a cotter.

On doors where the hinges may be misaligned, rework the hinges to correct alignment and permit the installation of cotters in the upper and lower cabin door hinges.

2. Install cotter pins or ring-cotters on the upper and lower hinge assemblies on both the aft and forward cabin doors.

Note 2: Requirement 2 of this AD may be accomplished by adding the requirement to the tech log. Requirement 2 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 Robinson R44 IPC specifies the installation of cotter pins P/N B427-1 on all the upper and lower door hinge assemblies.

Note 4: Doors are known to pop open in flight due to turbulence. If the aircraft is descending, an open door could be forced upward by the airflow. If the lower hinge is a poor fit and the door is only secured by one pin (on the upper hinge), the door could depart the aircraft in flight. If a cabin door strikes the main or tail rotor, the resultant damage to a blade could cause severe out of balance vibration and a catastrophic accident.

(NZ Occurrence 06/633 refers)

Compliance:

1. By 29 November 2009 and thereafter at every annual inspection.
2. Every time the aft or forward cabin doors are refitted to the aircraft.

Effective Date: DCA/R44/27 - 24 April 2008
DCA/R44/27A - 29 October 2009

DCA/R44/28 Tail Rotor Control Pedals – Inspection and Rework

Applicability: R44 and R44 II helicopters, S/N 0001 through to 1200 with more than 2200 hours TTIS.

Requirement: To prevent failure of the tail rotor (T/R) control pedal bearing block support which can bind the T/R control pedals and result in a reduction of yaw control and loss of aircraft control, accomplish the following:

1. Accomplish a visual inspection of the pedal support A359-1 (left) and A359-2 (right) for cracks per the figure in Robinson Helicopter Company (Robinson) SB No. SB-63, dated 22 February 2008.

If any cracks are found in a support, replace the cracked support with an airworthy support that is at least 0.050-inch thick, before further flight.

For every uncracked support, measure the thickness of the support. If the support is less than 0.050-inch thick, install a safety tab on the support per the compliance procedures section, steps 4 and 5 in SB-63, before further flight.

2. Replace all supports that are less than 0.050-inch thick with an airworthy support that is at least 0.050-inch thick per the instructions in SB No. SB-63.

(FAA AD 2010-24-03 refers)

Compliance:

1. Within the next 100 hours TIS.
2. At the next 2200 hours TIS overhaul.

Effective Date: 23 December 2010

DCA/R44/29B Cancelled - FAA AD 2014-23-16 refers

Effective Date: 9 January 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](https://www.caa.govt.nz/links-to-state-of-design-airworthiness-directives/)

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

2013-05-15 Emergency Floats – Inspection

Effective Date: 30 April 2013

DCA/R44/30 Bladder Fuel Tanks – Retrofit

Applicability: All R44 and R44 II helicopters not fitted with bladder fuel tanks.

Note 1: This AD mandates the installation of bladder fuel tanks to improve the fuel system's resistance to post accident fuel leaks, reduce the risk of post crash fires and increase the survivability in such an event. Overseas experience has revealed that post crash fires are the primary cause of fatalities and injuries in survivable helicopter accidents. The CAA considers that this airworthiness directive should be accomplished at the earliest opportunity but has allowed a 6 month compliance time to provide for maintenance planning.

Requirement: To improve the fuel tanks resistance to post-accident rupture and fuel leaks which could result in a non survivable fire, accomplish the following:

Replace the aluminium fuel tanks with bladder-type tanks, per the instructions in Robinson Helicopter Company R44 SB-78B dated 28 September 2012.

Note 2: Robinson Helicopter Company R44 SB-78B introduces bladder tank retrofit kits KI-196-1 and KI-196-2 for R44 series aircraft not already fitted with bladder tanks.

Compliance: At the next helicopter overhaul, or by 27 December 2013 whichever occurs first.

Effective Date: 27 June 2013

2014-23-16 Main Rotor Blade Skin - Inspection

Note: The visual inspection required before the first flight of every day per requirement (f)(1) of FAA AD 2014-23-16 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. If any bare metal in the skin-to-spar bond line area is found, an engineer shall accomplish the corrective actions per the AD before further flight.

Effective Date: 9 January 2015

DCA/R44/31 Cancelled – Purpose Fulfilled

Effective Date: 24 February 2015

DCA/R44/32C Main Rotor Blades P/N C016-7

Applicability: All Robinson R44 series helicopters fitted with main rotor blades P/N C016-7.

Note 1: DCA/R44/32C revised to clarify the visual inspection requirements and mandate the main rotor blade modification per the instructions in Robinson Helicopter Company R44 Service Bulletin SB-89 dated 30 March 2015.

Requirement: To prevent possible main rotor blade separation and loss of the helicopter, accomplish the following:

1. Inspect the upper and lower surfaces of each main rotor blade in the area shown in Figure 1. Inspect for any damage which may initiate a fatigue crack. A stepladder may be required to inspect the blades.

If the inspection reveals any damage or unusual marks, then the blades must be inspected by a maintenance engineer before further flight.

If any unusual rotor system vibration is detected in flight, land immediately and inspect the main rotor blades in the area shown in Figure 1. If the inspection reveals any damage or unusual marks, then the blades must be inspected by a maintenance engineer before further flight.

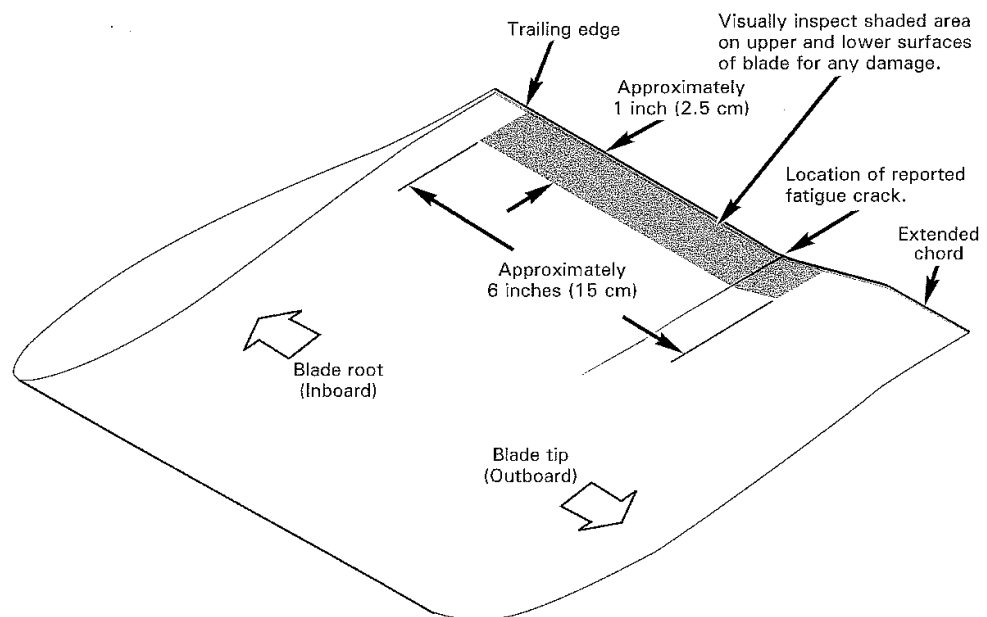


Figure 1 – Section of MRB P/N C016-7 (View of blade lower surface)

2. Modify the main rotor blades per the instructions in Robinson Helicopter Company R44 Service Bulletin SB-89 dated 30 March 2015.

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

Note 3: Report any defects to the CAA by completing a CA005 Defect Report form and provide as much detail as possible. The form can be obtained from http://www.caa.govt.nz/Forms/CA005D_Form.pdf The completed form can be emailed to the CAA at CA005@caa.govt.nz

(Occurrence #15/390 refers)

- Compliance:**
1. At every daily preflight inspection and before every engine start if the aircraft is to be flown until requirement 2 is accomplished.
 2. By 30 March 2016.

Effective Date: DCA/R44/32A - 27 February 2015
 DCA/R44/32B - 02 April 2015
 DCA/R44/32C - 24 September 2015

DCA/R44/33 Clutch Shaft and Yoke Installation - Inspection

Applicability: All Robinson R44 series helicopters.

Note 1: This AD is prompted by a recent crack found in a clutch shaft on a R44 reported to the CAA. The investigation revealed that at the last assembly of the clutch shaft P/N C166 and the yoke P/N C907 a non-approved jointing compound (Mastinox) was used, and the aft attach bolt of the installation was found under torqued. The torque of the bolt probably reduced due to breakdown of the Mastinox which resulted in fretting corrosion and initiation of a fatigue crack.

Requirement: To prevent possible failure of clutch shaft P/N C166-4 which could result in loss of engine power to the main rotor gearbox, inspect the clutch shaft P/N C166-4 and the yoke P/N C907 installation for the following:

1. Review the aircraft records and inspect the clutch shaft/yoke installation and determine that a Robinson Helicopter Company (RHC) approved primer has been used for the assembly of the mating portion of the clutch shaft with the yoke.

If the type of primer at last assembly of the parts cannot be determined, or if a non-approved joining compound has been used at last assembly of the parts, then remove/dis-assemble and inspect the parts for corrosion and cracks.

Accomplish corrective actions, as required, per the instructions in the RHC R44 Maintenance Manual (MM) before further flight.

If a RHC approved primer has been used for the assembly of the mating portion of the clutch shaft at the last assembly, or if the installation is factory original, then accomplish requirements 2 and 3 of the AD.

2. Inspect the clutch shaft and yoke installation for corrosion and cracks.

If any corrosion or cracks are found, accomplish corrective actions, as required, per the instructions in the R44 MM before further flight.

3. Check the torque of the attachment bolts P/N NAS6606-31 of the clutch shaft and yoke installation per the instructions in the R44 MM.

Note 2: RHC specify that the mating portion of the clutch shaft must be coated with zinc-chromate or epoxy primer, and the parts must be assembled while the primer is still wet. The RHC approved primers are listed in section 1.450 of the RHC R44 MM. The bolt torque is specified in section 1.320 of the RHC R44 MM.

Note 3: Report any defects found to the CAA by completing a CA005D defect report form and submit to the CAA at CA005@caa.govt.nz Defect report form CA005D can be obtained from http://www.caa.govt.nz/Forms/CA005D_Form.pdf

(Occurrence #15/5520 refers)

Compliance: 1. 2. & 3. At the next maintenance inspection, or within the next 50 hours TIS, whichever occurs sooner.

Effective Date: 14 December 2015

DCA/R44/34 Cancelled - [CAA Notice NTC 61.365](#) refers

Effective Date: 27 September 2018

DCA/R44/35 Revised Instrument Marking

Applicability: R44 helicopters S/N 0004 through to S/N 2449, and
R44 II helicopters S/N 10001 through to S/N 14026.

Requirement: To introduce a yellow arc above 110 knots to the Airspeed Indicator (ASI), accomplish the following:

1. For aircraft fitted with an analogue Airspeed Indicator (ASI):

By 31 December 2016 accomplish the requirements in paragraph 1. of Robinson Helicopter Company (RHC) R44 SB-90 dated 14 November 2016, or later approved revision.

2. For aircraft fitted with an Electronic Flight Display (EFD):

By 31 December 2016 accomplish the requirements in paragraph 2. of RHC R44 SB-90.

Note: R44 helicopters are capable of high cruise speeds especially when lightly loaded. A yellow precautionary operating range has been added to the R44 ASI as a reminder to slow down for safety. The yellow arc indicates the maximum recommended cruise speed is 110 knots. Speeds above 110 knots are not recommended except in smooth air with the pilot's attention fully focused on flying.

(RHC SB-90 dated 14 November 2016 refers)

Compliance: Refer requirements section of the AD.

Effective Date: 24 November 2016

2016-26-04 Main Rotor Blades – Inspection

Effective Date: 8 February 2017

DCA/R44/36 Helipod NZ Limited STCs – Report of Installation

Applicability: All R44 series helicopters.

Requirements: If the helicopter is embodied with any of the following Helipod NZ Limited Supplemental Type Certificates (STCs), notify the CAA by emailing airworthinessdirectives@caa.govt.nz
In the email notification please provide the AD number, the STC number, the number of STC systems in service, the helicopter operator name, and the helicopter registration.

<u>STC number:</u>	<u>STC description:</u>	<u>Eligible aircraft models:</u>
1/21E/18	Auxiliary baggage containers	Robinson R44 series
1/21E/19	Agricultural spray system	Robinson R44 series
4/21E/4	Agricultural spray system	Robinson R44 series
4/21E/7	Auxiliary baggage containers	Robinson R44 series
5/21E/11	Auxiliary baggage containers	Robinson R44 series
5/21E/21	Conversion of STC 5/21E/11 with a low profile door	Robinson R44 series
5/21E/23	Clipper pod installation	Robinson R44 series
6/21E/4	Ski pod installation	Robinson R44 series
6/21E/7	Auxiliary baggage containers	Robinson R44 series
6/21E/10	Conversion of STC 4/21E/7 with a top loading door	Robinson R44 series
6/21E/11	Conversion of STC 6/21E/7 with a top loading door	Robinson R44 series
8/21E/6	Conversion of STC 6/21E/10 and 6/21E/11 to a seed dispersing system	Robinson R44 series

Note: This AD is prompted by a review of the STCs designed and manufactured by Helipod NZ Limited. The CAA is aware that these STCs no longer have continued airworthiness support by Helipod NZ Limited, or a Part 146 Design Organization.

Compliance: By 23 April 2018.

Effective Date: 22 March 2018

2019-12-18 Cancelled – FAA AD 2020-18-08 refers

Effective Date: 29 August 2020

2020-05-11 Agricultural Spray System STCs – Inspection

Applicability: R44 and R44 II helicopters fitted with an agricultural spray system embodied by NZ STC 4/21E/4.

R44 and R44 II helicopters fitted with an agricultural spray system embodied by FAA STC SR00286BO with spray systems S/N 0045 through to 0178 inclusive.

Note 1: The requirements in FAA AD 2020-05-11 are also applicable to R44 and R44 II helicopters fitted with an agricultural spray system embodied by STC 4/21E/4.

Note 2: The repetitive inspection (i.e. before every flight) required by paragraph (g)(1) of FAA AD 2020-05-11, 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.
If there are any signs of stress, cracking, fatigue, or evidence of leaking at the spray system pump fitting, then a maintenance engineer must accomplish paragraph (g)(2) of FAA AD 2020-05-11 before further flight.

Effective Date: 16 April 2020

2020-08-10 Tail Rotor Blades – Inspection

Applicability: R44 and R44 II helicopters fitted with a tail rotor blade P/N C029-1 or C029-2.

Note: The initial inspection per paragraph (e)(1) of FAA AD 2020-08-10 must be accomplished by an engineer.

The repetitive inspection (i.e. before every flight) required by paragraph (e)(1) of FAA AD 2020-08-10, 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.

If there are any signs of cracks in the tail rotor blade, then a maintenance engineer must replace the tail rotor blade per paragraph (e)(2) of FAA AD 2020-08-10 before further flight.

Effective Date: 22 May 2020

2020-18-08 Engine Air Induction Hoses – Inspection

Applicability: R44 II helicopters, all S/N fitted with an orange silicone engine air induction hose P/N A785-31.

Note: This AD does not apply to helicopters fitted with a black neoprene hose P/N A785-31.

Effective Date: 29 August 2020

2021-19-08 Cancelled – FAA AD 2022-19-12 refers

Effective Date: 20 October 2022

99-23-01 Cyclic Control Grip Assembly - Inspection

Applicability: R44 helicopters, S/N 0001 through to 0159, (except S/N 0143, 0150, and 0156) fitted with a pilot cyclic control grip assembly (grip assembly) P/N A756-6, Revision N or prior revision.

Note: FAA AD 99-23-01 introduces a revised AD applicability. This is because the FAA discovered an error in the grip assembly P/N listed in the applicability of superseded FAA AD 98-21-36. FAA AD 99-23-01 requires the same actions as superseded AD 98-21-36 and introduces a corrected applicability.

Compliance: Within the next 50 hours TIS, or by 31 May 2022, whichever is first, unless previously accomplished.

Effective Date: 28 April 2022

2022-12-08 Engine Governor and RPM Sensor - Inspection

Applicability: R44 helicopters, S/N 2625 through to 2669 inclusive, 30061, 30071 through to 30080 inclusive, 30083 and 30084.

R44 II helicopters, S/N 14364, 14412 through to 14512 inclusive, 14514 through to 14517 inclusive, 14519 through to 14521 inclusive and 14525.

Note: Helicopters with a R44 Cadet designation are R44 helicopters.

Effective Date: 29 June 2022

2022-19-12 Tail Rotor Blades – Inspection

Applicability: R44 and R44 II helicopters, all S/N fitted with a tail rotor blade P/N C029-3 with S/N 9410 through to 9909 inclusive; and

R44 and R44 II helicopters, all S/N fitted with a tail rotor blade P/N C029-3 with S/N 9910 through to 10659 inclusive.

Note: The initial inspection per requirement (g)(1) of FAA AD 2022-19-12 must be accomplished by an aircraft maintenance engineer.

The inspection per requirement (g)(1) of FAA AD 2022-19-12 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.

If any defects, or cracks are found during any repetitive visual inspection, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions per requirement (g)(2) of FAA AD 2022-19-12, before further flight.

Effective Date: 20 October 2022

2024-04-02 Tail Rotor Blades - Inspection

Applicability: R44 and R44 II helicopters with tail rotor blade (TRB) P/N C029–3 with S/N up to 14329 inclusive (P/N C029–3 REV A through to Q inclusive).

Note: The initial inspection of the tail rotor blades in accordance with requirement (g)(1) of FAA AD 2024-04-02 must be accomplished by an aircraft maintenance engineer.

The repetitive inspections before the first flight of each day in accordance with requirement (g)(1) of FAA AD 2024-04-02 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 daily repetitive inspections, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions in accordance with FAA AD 2024-04-02, before further flight.

Effective Date: 2 April 2024

*** 2024-19-11 Cancelled – FAA AD 2025-11-07 refers**

Effective Date: 11 July 2025

2024-20-03 Engine Governor - Replacement

Applicability: R44 and R44 II helicopters fitted with a governor controller P/N D270-1, Revision A through to E inclusive.

Effective Date: 29 November 2024

2024-23-01 Belt Tension Clutch Actuator Brackets - Inspection

Applicability: R44 helicopters, S/N up to 2480 inclusive and 30001 through to 30022 inclusive, and R44 II helicopters S/N up to 14089 inclusive, fitted with a riveted belt tension clutch actuator brackets P/N A185-1, A185-2, or A185-5.

Effective Date: 7 January 2025

*** 2025-11-07 Engine / Transmission Coupling - Inspection**

Applicability: R44 and R44 II helicopters, all S/N.

Effective Date: 11 July 2025