



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 24-04

Effective date 24 April 2024

These Airworthiness Directives are issued pursuant to sections 72I(3A) and (3B) of the Civil Aviation Act 1990 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 24-04****24 April 2024**

AD Schedule	AD Number	AD Title	Eff Date
Airbus Helicopters EC 135 Series	EASA AD 2024-0028R1	Tail Rotor Blades - Inspection	26-Apr-24

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:

<https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/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

Notes on New and Revised Airworthiness Directives**Airbus Helicopters EC 135 Series EASA AD 2024-0028R1 Tail Rotor Blades - Inspection**

Increased vibration of the tail rotor was reported on a helicopter. Subsequent inspection identified a ruptured tail rotor blade assembly. Further investigation determined that the affected parts can be subject to intergranular corrosion, possibly resulting in cracks.

This condition, if not detected and corrected could result in failure of tail rotor blade assemblies, possible reduced control of the helicopter.

To address this potential unsafe condition, Airbus Helicopters (AH) issued issue 001 (original issue) of the EASB EC135-64-11-0001 to provide instructions for repetitive inspection of affected parts, which could be accomplished by different inspection methods (A, B, C or D).

Consequently EASA issued emergency AD 2024-0028-E to require repetitive inspection of the affected parts and, depending on findings, replacement. That AD also provided additional requirements for installation of affected parts.

Since that AD was issued, AH developed a simplified optional inspection method (E – visual inspection) and revised the ASB (now at issue 02) accordingly, introducing reduced inspection intervals for parts which have been inspected using inspection method E.

For the reason described above, this AD is revised to add reference to the optional inspection method E, and related inspection intervals.

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

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AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS

24 April 2024

Schedule	Date		
AD Schedule Cover Page	28 MAR 24	Dominie)	31 AUG 17
AD Schedule Revision Status	28 MAR 24	De Havilland DH94 Series (Moth Minor)	22 FEB 18
List of New or Revised ADs	28 MAR 24	De Havilland DHC-1 Series (Chipmunk)	30 MAR 23
		De Havilland DHC-2 Series (Beaver)	24 NOV 22
		De Havilland DHC-3 Series (Otter)	28 FEB 08
Aeroplanes		Diamond DA 20 Series	21 DEC 23
Aeroplanes General - Large (Greater than 5700kg MCTOW)	27 JULY 23	Diamond DA 40 Series	26 JAN 23
Aeroplanes General - Small (Up to 5700kg MCTOW)	29 JUNE 23	Diamond DA 42 Series	18 JAN 24
Aero Commander 100 Series	24 JUN 21	Diamond DA 62 Series	18 APR 19
Aerostar 600 and 601 Series	25 FEB 21	Douglas DC3C-S1C3G	27 SEP 07
Air Tractor AT-402, AT-502 & AT-504 Series	29 APR 21	Dornier Do 228 Series	30 AUG 07
Air Tractor AT-602	29 APR 21	Eagle X-TS & 150 Series	26 NOV 20
Airtourer Series (NZ Aerospace)	26 OCT 00	Embraer EMB-500	25 FEB 21
Alpha Aviation HR200 & R2000 Series	27 AUG 15	Embraer EMB-820 Series	31 JAN 13
American Champion 7 and 8 Series	26 JUL 18	Erco 415-D Series (Ercoupe)	1 OCT 20
Auster & Beagle Series	26 JUL 12	Extra EA 300 Series	25 JUNE 09
Aviat A-1 Series (Husky)	27 AUG 20	Fairchild SA227	25 MAY 23
BAC-167 Strikemaster	30 OCT 14	G-164 Ag-Cat Series	27 SEP 12
Beagle Aircraft B.121 Series 2	30 JUN 11	Gippsland GA200 Fatman	30 NOV 23
Beechcraft 17 Series	31 AUG 00	Gippsland GA8 Airvan	29 JUL 21
Beechcraft 18 Series	31 AUG 00	Grumman American AA-1 & AA-5 Series	25 NOV 94
Beechcraft 23 & 24 Series	31 AUG 00	Grumman G-44 Series	27 SEP 07
Beechcraft 33, 35 & 36 Series	19 DEC 19	Gulfstream Aerospace G-IV Series	28 FEB 19
Beechcraft 60 Series	22 FEB 01	Gulfstream Aerospace GA-7	26 SEP 13
Beechcraft 76 Series	29 APR 21	Harvard 2, 2A and 3 Series	27 OCT 16
Beechcraft 77 Series	28 AUG 08	Helio H-250 (Courier)	27 MAY 21
Beechcraft 90 Series	27 MAY 10	Jabiru Aeroplane Series	27 JULY 23
Beechcraft 58 & 95 Series	29 AUG 13	Kodiak 100	28 SEP 17
Beechcraft 99 Series	27 JUL 06	Lake LA-4, LA-4-200 & Model 250	30 JAN 14
Beechcraft 200 Series	30 NOV 23	Maule Series	28 JAN 21
Beechcraft 300LW	24 FEB 22	Mitsubishi MU-2B-26A/ -60 Series	25 JUN 20
Boeing-Stearman E75 & A75N1	28 AUG 08	Mitsubishi MU-2B-30 Series	23 FEB 23
Bolkow BO 208 C Junior	14 MAY 93	Mooney M20 Series	28 JUL 05
Bolkow BO 209 Monsun	28 AUG 08	Moravan Zlin Z-50	28 JUL 05
British Aerospace Dove (DH 104)	19 FEB 93	Moravan Zlin Z-137T	23 FEB 17
British Aerospace Heron (DH 114)	19 FEB 93	Nanchang CJ-6 Series	30 MAY 13
Britten-Norman Islander BN2 Series	27 JULY 23	North American P-51 Series	21 APR 11
Cessna 120 Series	28 APR 22	Nomad N22 and N24 Series	29 APR 21
Cessna 150/152 Series	29 SEP 11	Pacific Aerospace CT/4 Series	29 SEP 22
Cessna 170 Series	30 JUN 11	Pacific Aerospace FBA-2C Series	28 JUL 16
Cessna 172 Series (includes R172)	29 OCT 20	Pacific Aerospace Fletcher FU24 Series	30 APR 20
Cessna 175 Series	28 JUL 16	Pacific Aerospace Cresco 08-600	29 AUG 19
Cessna 177 Series	23 FEB 23	Pacific Aerospace 750XL	26 JUL 07
Cessna 180 Series	26 NOV 20	Percival Proctor Mk1	24 FEB 00
Cessna 182 Series	26 NOV 20	Percival Proctor Mk5	29 APR 21
Cessna 185 Series	26 NOV 20	Pilatus PC-6 Series	26 OCT 23
Cessna 188 Series	27 AUG 20	Pilatus PC-12 Series	28 MAY 15
Cessna 195 Series	28 NOV 13	Piper J3 Series	26 JUL 18
Cessna 206 Series	29 OCT 20	Piper PA-14 Series	25 JAN 18
Cessna 207 Series	29 OCT 20	Piper PA-18 Series	28 MAY 15
Cessna 208 Series	25 MAR 21	Piper PA-20 Series	25 MAY 17
Cessna 210 & 205 Series	23 FEB 23	Piper PA-22 Series	27 JAN 22
Cessna 303 Series	30 JUN 11	Piper PA-23 Series	28 JUN 18
Cessna 337 Series	27 JUL 17	Piper PA-24 Series	25 FEB 16
Cessna 310 & 320 Series	29 SEP 16	Piper PA-25 Series	28 JAN 21
Cessna 402 Series	31 MAY 18	Piper PA-28 Series	28 JUN 18
Cessna 404 Series	29 NOV 07	Piper PA-30 Series	29 JUL 21
Cessna 414 Series	24 FEB 00	Piper PA-31 Series	28 JAN 21
Cessna 421 Series	31 MAY 18	Piper PA-32 Series	28 APR 22
Cessna 425 Series	27 APR 06	Piper PA-34 Series	27 OCT 11
Cessna 441 Series	27 MAR 14	Piper PA-38 Series	17 DEC 15
Cessna 500 Series	27 MAY 10	Piper PA-39 Series	27 OCT 11
Cessna 501 Series	24 SEP 15	Piper PA-42 Series	28 JAN 16
Cessna 510 Series	26 APR 18	Piper PA-44 Series	21 DEC 23
Cessna 525 Series	24 APR 08	Piper PA-46 Series	26 SEP 19
Cessna 560 Series	27 MAY 10	Pitts S-1 & S-2 Series	25 SEP 03
Cirrus SR20 and SR22 Aircraft	28 JAN 10	PZL-M18 Dromander Series	27 JUN 13
De Havilland DH60 Series (Moth)	26 APR 18	PZL-104 Wilga 35 and 80	31 JAN 19
De Havilland DH80 Series (Puss Moth)	26 MAR 09	Reims F406 Series	30 MAR 23
De Havilland DH82 Series (Tiger Moth)	26 APR 18	Robin DR400 Series	22 FEB 18
De Havilland DH83 Series (Fox Moth)	26 APR 18	Robin R1180 Series	29 NOV 14
		Robin R3000 Series	24 JUN 21
		Rockwell Commander 112 & 114 Series	24 NOV 16
		Slingsby T67 Series	27 APR 23
		Rallye, MS880 and MS890 Series	21 NOV 19
De Havilland DH89 Series (Dragon Rapide /	28 OCT10	Socata TB9, TB10 and TB20 Series	18 DEC 08
		Sud Aviation Gardan Horizon GY 80	

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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	30 MAR 23	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	28 MAR 24
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	24 FEB 22	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	29 JUNE 23	Balloons	31 AUG 23
Agusta Bell AB212	22 DEC 22	Ultramagic Balloons	25 FEB 16
Airbus Helicopters SA 315 & SA 316	27 OCT 11	Engines	
Airbus Helicopters AS 350	18 JAN 24	Austro E4 Series	29 FEB 24
Airbus Helicopters AS 355	31 AUG 23	Engines General – Reciprocating Engines	29 JUNE 23
Airbus Helicopters EC 120	18 JAN 24	Blackburn Cirrus	27 JUN 02
Airbus Helicopters EC 130	29 FEB 24	Continental 6-285-C Series	28 MAY 20
Airbus Helicopters EC 155 and SA 365	25 MAY 23	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	24 APR 24	Continental 240 Series & RR O-240-A Series	28 MAY 20
Airbus Helicopters Deutschland MBB-BK 117	21 DEC 23	Continental 300 Series	28 SEP 23
Bell/Kawasaki-Bell 47 Series	25 JUN 09	Continental 360 Series	28 SEP 23
Bell 205 Series	24 NOV 22	Continental 470 Series	28 SEP 23
Bell 206 Series and Agusta Bell AB206 Series	24 NOV 22	Continental 520 Series	28 SEP 23
Bell 212 Series	24 NOV 22	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)	28 JAN 21
Bell 222 Series	28 JUL 22	De Havilland Gipsy	28 AUG 08
Bell 407 Series	31 AUG 23	Franklin	30 OCT 03
Bell 412 Series	24 NOV 22	GE Aviation Czech M601 Series (previously Walter Engines)	29 FEB 24
Bell 427 Series	28 JUN 18	General Electric T-58 Series	25 MAR 04
Bell 429 Series	28 MAR 24	Honeywell Int. LTS101 & T53 Series	30 JUN 22
Bell 505 Series	29 FEB 24	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	24 NOV 22	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	31 AUG 17
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 FEB 19
Kaman K-1200 Kmax	24 FEB 11	Lycoming Engines - FAA TC E-274	28 FEB 19
Kawasaki BK117 Series	26 JAN 23	Lycoming Engines - FAA TC 1E13	28 FEB 19
Leonardo A109 Series	18 JAN 24	Lycoming Engines - FAA TC E-279	28 FEB 19
Leonardo A119 & AW119 Series	30 NOV 23	Lycoming Engines - FAA TC 1E10	17 DEC 20
Leonardo AW169	30 NOV 23	Lycoming Engines - FAA TC E-286	27 OCT 22
MD 369, Kawasaki/Hughes 369 & 500N	23 DEC 21	Lycoming Engines - FAA TC 1E1	28 FEB 19
MD 600N	23 DEC 21	Lycoming Engines - FAA TC E26EA	27 OCT 22
MD 900N	22 OCT 15	Lycoming Engines - FAA TC E16EA	28 FEB 19
Robinson R22 Series	29 FEB 24	Lycoming Engines - FAA TC E-275	28 FEB 19
Robinson R44 Series	29 FEB 24	Lycoming Engines - FAA TC 1E4	28 FEB 19
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 FEB 19
Sikorsky Aircraft S-55 Series	25 AUG 05	Lycoming Engines - FAA TC E-295	28 FEB 19
Sikorsky Aircraft S-76 Series	24 JUN 21	Lycoming Engines - FAA TC E-304	28 FEB 19
Gliders		Lycoming Engines - FAA TC 1E15	28 FEB 19
Gliders General	25 NOV 21	Lycoming Engines - FAA TC 108	27 AUG 15
DG-100 /-200 /-300 /-400 /-500 /-800 /-808 & /-1000 Series	26 SEP 19	Lycoming Engines - FAA TC E00004NY	28 FEB 19
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22	Lycoming Engines - FAA TC E00006NY	28 FEB 19
Diamond/Hoffmann H36 Dimona	30 JUN 11	Mikron III Series	28 JAN 16
Eiravion OY Pik 20 Series	11 JUN 93	Pratt & Whitney Piston Series	23 FEB 23
Elliot's Eon 463 Series	29 AUG 97	Pratt & Whitney JT8D Series	27 OCT 95
Glasflugel and HPH Glasflugel	28 OCT 21	Pratt & Whitney JT15D Series	30 JUN 22
Grob	25 JUN 20	Pratt & Whitney PT6 Series	29 FEB 24

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Pratt & Whitney PW200 Series	30 AUG 12	
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	31 AUG 23	
Safran Helicopter Engines – Arriel 1 Series	29 JUNE 23	
Safran Helicopter Engines – Arriel 2 Series	31 AUG 22	
Safran Helicopter Engines – Arrius 1A Series	27 JAN 22	
Safran Helicopter Engines – Arrius 2B1, 2B2 & 2K1 Series	27 OCT 22	
Safran Helicopter Engines – Arrius 2F & 2R Series	26 JAN 23	
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 Al-14 & Housai HS-6 Series	18 APR 19	
Williams International Turbofan Series	30 OCT 03	
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	30 JUN 22	
Avionics (previously Radio Communication & Navigation Equipment)	29 JUNE 23	
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	24 FEB 22	
Role Equipment - Aeroplanes	24 SEP 15	
Role Equipment - Helicopters	27 OCT 22	

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters Deutschland EC 135 Series

24 April 2024

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters Deutschland EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 T1, EC 135 T2 and EC 135 T2+ helicopters manufactured under EASA Type Certificate (TC) No. R.009 (previously LBA TC No. 3061).
 2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs can be obtained directly from the EASA website at:
<http://ad.easa.europa.eu/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/EC135/4	Main Rotor Blade Lead-Lag Damper Attachment – Inspection	4
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<p>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
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2013-0176	Flight System Actuators – Inspection	15
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2013-0228-E	Main Rotor Actuator – Replacement	15
2013-0289-E	Rear Structure / Ring Frame – Inspection.....	15
2013-0306-CN	AD Cancelled by EASA – Purpose fulfilled	15
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2014-0226	Main Gearbox and Tail Gearbox Oil – Inspection	15
2017-0002	Main Transmission Housing – Modification.....	16
2010-0058R1	Tail Rotor, Cyclic and Collective Control Levers – Inspection	16
2010-0227R1	Tail Rotor Rod and Ball Pivot – Inspection.....	16
2006-0318R2	Tail Rotor Linear Control Transducer Bearing and Rod – Inspection	16
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2017-0243	Cancelled – EASA AD 2022-0067 refers	16
2011-0168R1	Instrument Lighting Display Brightness – Inspection.....	16
2018-0063	Cyclic Stick – Modification.....	17
2018-0168R1	Cancelled – EASA AD 2022-0067 refers	17
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2018-0284	Cancelled – EASA AD 2022-0067 refers	17
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DCA/EC135/1A Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue**Applicability:** Model EC 135 aircraft.**Requirement:** Compliance with the following LBA Airworthiness Directives (as applicable) is required:

<u>LBA AD Nr:</u>	<u>AD Subject:</u>
1998-033/7	Bearing supports of the tail rotor drive shaft. Inspection of the bolt connections for loose bolts and damage
1998-109	Oil cooling system - Fan - Replacement of Shaft with Spline
1998-389	Fuselage - Tail Boom - Replacement of Bearing Support
1999-102/2	Fuselage - Tail Boom - Bearing-Location No. 1 of the Tail Rotor Shaft

Note: Each part of this AD (each individual LBA AD) shall be certified in the aircraft log book separately.**Compliance:** Before issue of New Zealand Airworthiness Certificate. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the LBA Airworthiness Directives.**Effective Date:** DCA/EC135/1 - 30 July 1999
DCA/EC135/1A - 30 March 2006**DCA/EC135/2A Main Rotor Hub Shaft - Inspection****Applicability:** Model EC 135 series**Requirement:** To prevent fracture of the main rotor hub-shaft, which could result in loss of control of the helicopter, accomplish the following per Eurocopter Deutschland Alert SB EC 135-62A-004 Revision 2:

1. Visual inspection of the main rotor hub-shaft.
2. Dye Penetrant Inspection of the main rotor hub-shaft.

Replace main rotor hub-shaft before further flight if any cracks are found.

(LBA AD 1999-185/3 refers)

Compliance: Initial Inspection:

1. Visual inspection before further flight.
2. Dye penetrant inspection within 10 hours TIS.

Following the initial inspections, accomplish either:-

1. Visual inspections at intervals not to exceed 15 hours TIS, or
2. Dye penetrant inspections at intervals not to exceed 100 hours TIS.

Effective Date: DCA/EC135/2 - 30 July 1999
DCA/EC135/2A - 17 December 1999

DCA/EC135/3A Tail Rotor Drive Shaft Bearing Attachment Flange - Inspection

Applicability: Model EC 135 series S/N 0005 through S/N 0120.

Requirement: To prevent a fracture of the bearing attachment flange of the tail rotor drive shaft, accomplish the following per Eurocopter Deutschland Alert SB EC 135-53A-010 Revision 2:

1. Inspect the bearing attachment flange for cracks. Replace the bearing attachment flange before further flight, if any cracks are found.
2. Install additional bearing support bracket.

(LBA AD 1999-199/3 refers)

Compliance: 1. Before further flight and thereafter at intervals not to exceed 15 hours TIS until modified, and then inspect (visual inspection only) at intervals not to exceed 50 hours TIS.

2. By 14 October 1999.

Effective Date: DCA/EC135/3 - 30 July 1999
DCA/EC135/3A - 7 October 1999

DCA/EC135/4 Main Rotor Blade Lead-Lag Damper Attachment – Inspection

Applicability: Model EC 135 series

Requirement: To ensure proper screw connection of the nut of the expansion bolt which serves as bearing support attachment for the main rotor blade lead-lag damper, accomplish the following:-

Inspect the lockwire and of the head of the expansion bolt per Eurocopter Deutschland Alert SB EC 135-62A-005.

(LBA AD 1999-264 refers)

Compliance: The inspection must be accomplished after the last flight of the day and must be repeated every 15 flight hours until the replacement of nuts and bearing pins by modified nuts and bearing pins has been accomplished.

Effective Date: 30 July 1999

DCA/EC135/5 Air Conditioning System - Modification

Applicability: Model EC 135 series S/N 0005 through 0169 equipped with air conditioning system, except; S/N 0030, 0076, 0093, 0098, 0102, 0104, 0106, 0108, 0110, 0111, 0113, 0114, 0116, 0117, 0119, 0121, 0145, 0146, 0148, 0150, 0152, 0155.

Requirement: To prevent a short circuit following a failure of the spring resistor located in the compressor/condenser unit of the air conditioning system, and possible smoke and fire in the helicopter, accomplish the following:-

Install an insulating mat in the area of the spring resistor per Eurocopter SB EC135-21A-002 Revision 1.

Alternatively, the air conditioning system may be deactivated and placarded per Eurocopter SB EC135-21A-002 Revision 1.

(LBA AD 2000-270 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 10 August 2000

DCA/EC135/6A Main Rotor Drive Torque Struts - Inspection

Applicability: Model EC 135 series

Requirement: To prevent failure of the torque struts, accomplish the following:-

1. Inspect, mark, exchange and observe life limitation limits of the LH and RH torque struts per ASB ECD 135-63A-002 Revision 4.
2. Brief all pilots:-
During flight if a thump-like sound occurs followed by an unusual vibration (similar to faulty Aris);
– continue flight with reduced power
– land at the nearest suitable airfield.

(LBA AD 2001-107/3 refers)

Compliance:

1. At the times specified in ASB ECD 135-63A-002 Revision 4.
2. Before the next flight.

Effective Date: DCA/EC135/6 - 22 March 2001
DCA/EC135/6A - 28 August 2003

DCA/EC135/7 Primary Flight and Navigation Displays - Replacement

Applicability: Model EC 135 Series S/N 0005 through 0216 equipped with SMD45H Smart Multifunction Display.

Requirement: To prevent loss of primary flight display information check that the S/N of the SMD45H unit is not one of the faulty units listed in Eurocopter ASB EC135-31A-002 Revision 1. If the S/N is one of the listed units, operation of the helicopter is restricted to VFR conditions until the SMD45H is replaced with a serviceable unit. Placard instrument panel accordingly.

(LBA AD 2001-306 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 29 November 2001

DCA/EC135/8 Automatic Engine Control – Software Improvement

Applicability: Model EC 135T1 S/N 0005 through 0187 with Turbomeca Arrius 2B1 engines

Requirement: To prevent loss of automatic engine control, accomplish Eurocopter ASB EC135-71A-016 in combination with Turbomeca SB 319 73 2019.

(LBA AD 2001-304 refers)

Compliance: By 28 February 2002

Effective Date: 29 November 2001

DCA/EC135/9 Cancelled – Purpose Fulfilled

Effective Date: 28 August 2003

DCA/EC135/10 FADEC Fail – AFM Revision**Applicability:** Model EC135 T1**Requirement:** To maintain automatic engine control in the event of possibly spurious FADEC FAIL caution indications, comply with Eurocopter Deutschland ASB No. EC135-71A-024. This ASB requires the insertion of pages into the AFM.

(LBA AD 2002-333 refers)

Compliance: Within 50 hours TIS.**Effective Date:** 28 August 2003**DCA/EC135/11 Cancelled – DCA/EC135/27 refers****Effective Date:** 22 January 2010**DCA/EC135/12 Emergency Flotation System - Modification****Applicability:** All model EC 135 aircraft fitted with removable and/or fixed parts of ECD Emergency Flotation System Version 1.**Requirement:** Due to the increased admissible maximum take-off weight of EC135 aircraft, the ECD Emergency Flotation System Version I no longer meets requirements, and the removable parts of the emergency flotation system version I must be replaced.

Remove the removable parts of ECD Emergency Flotation System Version I. Install all removable parts and components of ECD Emergency Flotation System Version II.

These actions must be accomplished per the instructions in Eurocopter Deutschland EC135 Alert Service Bulletin No. EC135-32A-010 dated 13 September 2004.

(LBA AD D-2005-414 refers)

Compliance: By 23 March 2006.**Effective Date:** 23 February 2006**DCA/EC135/13A Cancelled – EASA AD 2006-0318R2 refers****Effective Date:** 25 April 2017**DCA/EC135/14 LH and RH Cable Channel Wire Harnesses – Inspection****Applicability:** All model EC135 aircraft, S/Ns 0005 through 0654.**Requirement:** To prevent short circuits in the wiring harnesses due to the possibility of damage/chafing caused by the side channel cover attachment hardware, accomplish the following:

Inspect the wire harnesses in both the LH and RH cable channels, per the instructions in Eurocopter Deutschland EC135 ASB No. EC135-53A-017. If the wire harnesses are damaged, accomplish a manufacturer approved repair scheme, before further flight.

Modify the LH and RH side channel cover attachments and attach chafing protection to the wire harnesses, per the instructions in EC135 ASB No. EC135-53A-017.

For aircraft fitted with a co-pilot collective lever, modify the cover attachments per the instructions in EC135 ASB No. EC135-53A-017.

(EASA AD 2007-0021-E refers)

Compliance: Within the next 25 hours TIS or by 21 March 2007, whichever is the sooner.**Effective Date:** 9 February 2007

DCA/EC135/15 Direct Current Power Distribution – Modification

Applicability: Model EC135 aircraft, S/N 0005 all through 0497, excluding 0028, 0473, 0484, 0492 and 0496.

Requirement: To prevent energy sources interfering with each other due to the possibility of power lines being routed too close to each other and too close to signal lines, modify and separate the direct-current (DC) power supply lines per the instructions in Eurocopter Deutschland EC135 Alert Service Bulletin (ASB) No. EC135-24A-013.
(EASA AD 2007-0165 refers)

Compliance: Within the next 100 hours TIS, or at the next annual inspection, or by 31 December 2007, whichever is the sooner.

Effective Date: 28 June 2007

DCA/EC135/16 Cancelled – DCA/EC135/17 refers

Effective Date: 31 January 2008

DCA/EC135/17 Cancelled – DCA/EC135/18 refers

Effective Date: 24 April 2008

DCA/EC135/18A Cancelled – DCA/EC135/31 refers

Effective Date: 25 November 2010

DCA/EC135/19 Cancelled – DCA/EC135/20 refers

Effective Date: 26 June 2008

DCA/EC135/20 Cancelled – DCA/EC135/26 refers

Effective Date: 28 May 2009

DCA/EC135/21 Cancelled – DCA/EC135/28 refers

Effective Date: 29 April 2010

DCA/EC135/22 Cyclic Stick Locking Device – Modification and AFM Amendment

Applicability: Model EC135 aircraft, S/N 0005 through to 0699, except S/N 0028, 0076, 0093, 0098, 0099, 0102, 0104, 0106, 0108, 0110, 0111, 0113, 0114, 0116, 0117 and 0119.

Requirement: To prevent take-off with a locked cyclic stick which could result in loss of aircraft control accomplish the following:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever per the instructions in ECD Alert Service Bulletin (ASB) No. ASB EC135-67A-015, dated 14 April 2008 or later approved revisions.
2. Amend the AFM by inserting the following note into the AFM:

NOTE: Before starting the engines, the cyclic stick must be moved to its neutral position. By folding the cantilever towards the pin, it is possible to move the cyclic stick into its neutral position and to center it. Locking the cyclic stick is no longer possible.

Note: Requirement 2 may be accomplished by inserting a copy of this AD into the AFM, or by inserting the ECD supplied AFM page(s) into the AFM.
(EASA AD 2008-0113 refers)

Compliance: 1. & 2. By 15 September 2008.

Effective Date: 31 July 2008

DCA/EC135/23 Main Rotor Lower Mast Bearing – Inspection

Applicability: Model EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2 and EC135 T2+ aircraft, all S/N.

Requirement: To prevent the outer race of the lower hub shaft bearing dislocating due to the retaining bolts becoming loose, accomplish the following:

1. Inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of Eurocopter ASB No. EC135-63A-013 revision 02 or later approved revisions.
2. For aircraft which have previously been modified per Eurocopter ASB No. EC135-63A-013 original issue or revision 01, inspect the lower mast bearing attachment hardware and install lock washers per section 3.B of ASB No. EC135-63A-013 revision 02.
3. A main rotor gearbox shall not be fitted to any aircraft unless the instructions in section 3.B of ASB No. EC135-63A-013 revision 02 has been accomplished.

(EASA AD 2008-0175-E refers)

Compliance:

1. Within 3 flight cycles after detecting any unusual vibration during main rotor startup, or within 3 flight cycles after detecting any unusual vibration at the end of the main rotor rundown, or within the next 50 hours TIS, or by 31 March 2009, whichever occurs sooner.
2. Within the next 400 hours TIS.
3. From 20 September 2008.

Effective Date: 20 September 2008

DCA/EC135/24 Cancelled – DCA/EC135/25 refers

Effective Date: 27 March 2009

DCA/EC135/25A Cancelled – DCA/EC135/33 refers

Effective Date: 23 December 2010

DCA/EC135/26A Main Gearbox – Inspection

Applicability: Model EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+, all S/N fitted with a MGB P/N 4649 010 003, 4649 010 005, 4649 010 006, 4649 010 006X, 4649 010 008, 4649 010 008X, 4649 001 007, 4649 010 010 or 4649 010 013.

Note 1: This AD retains the requirements in superseded DCA/EC135/26. The AD applicability revised to exclude those aircraft fitted with a modified MGB. Aircraft fitted with a MGB P/N not listed in the applicability of this AD is not affected by this AD.

Requirement: To prevent tooth failure of the MGB drive pinion due to wear, accomplish the following:

1. For aircraft S/N all through to 504 which have not been modified (to use a more efficient lubricating oil) per Eurocopter Deutschland (ECD) SB EC135-63-011, take an oil sample per the instructions in ASB EC135-63A-012 revision 4, dated 27 April 2009 or later EASA approved revisions. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

2. For aircraft S/N all through to 504 which have been modified per SB EC135-63-011 take an oil sample per the instructions in ASB EC135-63A-012. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

3. For aircraft S/N 505 onwards, take an oil sample per the instructions in ASB EC135-63A-012. After taking the oil sample and before the aircraft accumulates 25 hours TIS, accomplish the analysis per the instructions in ASB EC135-63A-012 and depending on the results accomplish the instructions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

Note 2: The first oil change must be accomplished at 50 hours TSN.

4. If the chip warning indicator illuminates, accomplish the instructions and the corrective action at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

5. For a MGB that has accumulated 300 hours or more TTIS, TSN, TSO or TSR (Time Since Repair): Inspect the MGB log card and/or the aircraft log book and determine if any chip indication log entries are recorded. Depending on the findings accomplish the instructions and corrective actions at the time(s) specified in ASB EC135-63A-012 revision 04, dated 27 April 2009 or later approved revisions.

Note 3: Oil sampling, analysis and corrective actions accomplished prior to the effective date of this AD per the instructions in ECD ASB EC135-63A-012 original issue or revision 01, revision 02 or revision 03 is acceptable to comply with the initial requirements of this AD. After 28 May 2009 (the effective date of DCA/EC135/26) oil sampling, analysis and corrective actions must be accomplished per the instructions in ECD ASB EC135-63A-012 revision 04 or later approved revisions.

Note 4: The installation of a MGB with a P/N not listed in the applicability section of this AD is a terminating action to the requirements of this AD.
(EASA AD 2009-0106R1-E refers)

Compliance:

1. Within the next 100 hours TIS, unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
2. Not before 100 hours TIS after the aircraft has been modified per ECD SB EC135-63-011, or within the next 100 hours TIS for aircraft that have already been modified per ECD SB EC135-63-011 unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
3. Not before 90 hours TIS after the first oil change, or within the next 100 hours TIS, whichever occurs later unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
4. From 28 May 2009 (the effective date of DCA/EC135/26).
5. Before further flight unless previously accomplished.

Effective Date: DCA/EC135/26 - 28 May 2009
DCA/EC135/26A - 8 December 2011

DCA/EC135/27 Main Rotor Sliding Sleeve – Inspection and AFM Amendment

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 635 T1(CPDS) helicopters, all S/N.

Note 1: This AD retains the requirements of superseded DCA/EC135/11 and introduces an AFM amendment which contains the requirements of that AD.

Note 2: This AD is not applicable to EC 135 P2+, EC 135 T2+, EC 635 P2+ and EC 635 T2+ helicopters as these aircraft have been certificated and delivered with the appropriate AFM preflight check instructions.

Requirement: To prevent dislocation of the plain journal bearing towards the inside or outside of the main rotor sliding sleeve resulting in limited movement of the collective controls and reduced helicopter control, accomplish the following:

1. Amend the AFM by inserting a copy of the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021 initial issue dated 23 June 2005 or later EASA approved revisions into the AFM.

2. Visually inspect the position of the upper and lower plain journal bearings in the sliding sleeve for dislocated plain journal bearings per the instructions in the applicable AFM page which is attached to Eurocopter ASB EC135-62A-021. If the plain journal bearings have moved and found in the incorrect position contact the aircraft manufacturer for corrective action instructions which must be accomplished before further flight.

Note 3: The visual inspection requirements of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

3. Amend the AFM with the applicable revision level indicated in the following table or later approved revision which contains the requirements of this AD. Remove the copy of the AFM page which was introduced by requirement 1 of this AD.

Model	AFM revision or later approved revisions
EC135 P1(CDS)	15
EC135 P1(CPDS)	15
EC135 P2(CPDS)	13
EC135 T1(CDS)	18
EC135 T1(CPDS)	19
EC135 T2(CPDS)	9
EC635 T1(CPDS)	19

Note 4: The accomplishment of corrective actions is not a terminating action for the preflight inspections of the main rotor sliding sleeve.

(EASA AD 2009-0272 refers)

Compliance:

- Before further flight unless previously accomplished and until requirement 3 of this AD is accomplished.
- Before further flight and thereafter at every preflight inspection until requirement 3 of this AD is accomplished.
- By 22 February 2010.

Effective Date: 22 January 2010

DCA/EC135/28 Cancelled – EASA AD 2010-0058R1 refers**Effective Date:** 7 April 2017**DCA/EC135/29A Instrument Control Panel – Flight Limitation, Placard and Modification**

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ aircraft, all S/N fitted with Instrument Control Panel (ICP) P/N C19269AA, S/N E0034, E0055, E0066, E0081, E0097, E0252, E0456, E0467, E1029, E1117, E1179, E1271, E1391, E1434, E1462, E1486, E1490, E1529, E1582, E1730, E1849, E1874, E1891, E1972, E2041, E2117 and E2156 through to E2400.

Note 1: No action required if the aircraft is already in compliance with DCA/EC135/29. This AD revised to introduce the option to replace affected ICP with an ICP embodied with modification standard 'Amdt. C' as an acceptable method of compliance with the modification requirements of this AD.

Requirement: To prevent unintentional turning of BARO rotary knobs on certain Instrument Control Panels (ICP) due to insufficient turn resistance which can result in erroneous altitude information and increase the risk of flight into terrain during IFR operation, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the ICP P/N C19269AA installed on the aircraft.

If an affected ICP is found installed on the aircraft, install a placard with text "**Single Pilot IFR Operation Prohibited**" on the instrument panel in full view of the pilots before further flight per the instructions in ECD ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions and inform the flight crew.

2. Modify the ICP per the instructions in ASB EC135-31A-053 or replace the ICP with a unit embodied with modification standard 'Amdt. C' or higher, and remove the placard introduced by requirement 1 of this AD

3. An affected ICP shall not be fitted to any aircraft unless the ICP has been modified per the instructions in ASB EC135-31A-053 or unless the ICP is embodied with modification standard 'Amdt. C' or higher.

Note 2: ICP P/N C19269AA with S/N E2401 through to E2999 have been modified by ECD per the requirements of this AD prior to installation on an aircraft, or prior to despatch as a replacement unit. The ICP manufacturer (Thale) has informed ECD that ICP units from S/N E3000 onwards have been embodied with modification standard 'Amdt. C' at production. Existing units can be returned to Thales for modification to this standard.

Note 3: Eurocopter Deutschland GmbH (ECD) ASB EC135-31A-053 revision 2, dated 23 May 2011 or later approved revisions is acceptable to comply with the requirements of this AD.

(EASA AD 2010-0207R1 refers)

- Compliance:**
1. By 23 October 2010 (ten days after the effective date of DCA/EC135/29).
 2. By 13 December 2010 (two months after the effective date of DCA/EC135/29).
 3. From 13 October 2010 (the effective date of DCA/EC135/29).

Effective Date: DCA/EC135/29 - 13 October 2010
DCA/EC135/29A - 30 June 2011

DCA/EC135/30A Cancelled – EASA AD 2017-0002 refers**Effective Date:** 23 January 2017

DCA/EC135/31 Cancelled – EASA AD 2010-0227R1**Effective Date:** 7 April 2017**DCA/EC135/32 Cancelled – DCA/EC135/35 refers****Effective Date:** 29 September 2011**DCA/EC135/33 Tailboom Fenestron Ring Frame – Inspection and AFM Amendment****Applicability:** Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with ring frame P/N L535A3501230.**Note 1:** This AD retains the requirements of superseded DCA/EC135/25A, reduces the repetitive inspection intervals and requires the modification of the aft ring frame as a terminating action to the repetitive inspection requirements of this AD.**Requirement:** To prevent structural failure of the tailboom to fenestron ring frame attachment which could result in loss of aircraft control, accomplish the following:

1. Revise the preflight check in section 4 of the AFM by inserting a copy of pages 6 or 7 (as applicable to the aircraft model) of Eurocopter Deutschland ASB EC135-53A-022 revision 2 dated 30 November 2010, or later approved revisions into the AFM, and advise the flight crew of this amendment.

Accomplish a visual inspection of the rear structure tube per the instructions in ECD ASB EC135-53A-022. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.

Note 2: The AFM amendment and the preflight inspection of the ring frame for cracks per requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.**Note 3:** The amendment of the AFM to a revision level as indicated in appendix 1 of EASA AD 2010-0254 (as applicable to helicopter model) is acceptable to comply with the AFM amendment per requirement 1 of this AD.

2. Accomplish a visual inspection per the instructions in ECD ASB EC135-53A-022. revision 2, or later approved revisions. If any cracks are detected in the ring frame, replace with a serviceable part before further flight.

3. Modify the aft ring frame and change the ring frame P/N to L535H2120302 per the instructions in Eurocopter Deutschland SB EC135-53-023 original issue, dated 19 August 2009 or later EASA approved revisions.

4. An aft ring frame with P/N L535A3501230 shall not be fitted to any helicopter which already has ring frame P/N to L535H2120302 fitted or is in compliance with requirement 3 of this AD.

Note 4: The installation of a P/N L535A3501230 ring frame as replacement part is not a terminating action for the repetitive inspection requirements of this AD.**Note 5:** The modification of a helicopter per requirement 3 of this AD is a terminating action for the repetitive inspection requirements of this AD.
(EASA AD 2010-0254 refers)**Compliance:**

1. Before further flight after 24 September 2009 (the effective date of DCA/EC135/25A) unless previously accomplished, and thereafter before the first flight of every day accomplish a visual inspection of the rear structure per requirement 1.
2. Within the next 25 hours TIS, or within 100 hours TIS since the last inspection per DCA/EC135/25A whichever occurs sooner, and thereafter at intervals not to exceed 25 hours TIS.
3. By 23 December 2011.
4. From 23 December 2010.

Effective Date: 23 December 2010

DCA/EC135/34A Mechanical Air Conditioning System – Inspection

Applicability: Model EC 135 P2+ and EC 135 T2+ aircraft, S/N 870, 872, 873, 879, 883, 884, 888, 893, 900, 905, 911, 914, 916, 917, 923 and 926 fitted with a mechanical air condition system with compressor bearing block P/N L210M1872105.

Note 1: This AD revised to introduce an optional terminating action to the repetitive inspections per note 2 of this AD.

Requirement: To prevent bearing cage debris entering the engine inlet due to possible failure of a bearing in the air conditioning compressor bearing block which could result in engine compressor damage and loss of engine power, accomplish the following:

Inspect the upper bearing in the bearing block of the mechanical air conditioning system compressor, per the instructions in Eurocopter Deutschland (ECD) ASB EC135-21A-013 original issue, dated 06 June 2011 or later approved revisions.

If water, corrosion or grease leaks are found deactivate the air conditioning system per the instructions in ECD ASB EC135-21A-013 before further flight.

Note 2: The repetitive inspections mandated by this AD may be terminated when the mechanical air conditioning system compressor bearing block P/N L210M1872105 is replaced with an improved block P/N L210M1872107 or P/N L210M1872886 per the instructions in of ECD SB EC135-21-015 original issue, dated 12 July 2011 or later approved revisions.

(EASA AD 2011-0111R1 refers)

Compliance: Within 25 hours TIS or 14 days after 30 June 2011 (the effective date of DCA/EC135/34), whichever occurs sooner, and

If condensation is found accomplish the AD requirements thereafter at intervals not to exceed 25 hours TIS or 28 days whichever occurs sooner, and

If no water, corrosion or grease leaks are found, accomplish the AD requirements thereafter at intervals not to exceed 100 hours TIS or 3 months whichever occurs sooner.

Effective Date: DCA/EC135/34 - 30 June 2011
DCA/EC135/34A - 27 October 2011

DCA/EC135/35 Cancelled – EASA AD 2011-0168R1 refers

Effective Date: 26 April 2018

DCA/EC135/36 Fire Extinguishing System Injection Tubes – Replacement

Applicability: Model EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2+ helicopters, all S/N fitted with a single engine fire extinguishing system P/N L262M1808101, L262M1812101 or P/N L262M1812102, or fitted with a dual engine fire extinguishing system P/N L262M1813102.

Requirement: To prevent failure of the fire extinguishing system due to non-compliant injection tubes accomplish the following:

1. Modify or replace RH and LH injection tubes and elbow (if installed) listed in table 1 of this AD per the instructions in Eurocopter Deutschland GmbH (ECD) ASB EC135-26A-003 revision 01 dated 16 May 2011 or later approved revisions.

Table 1 – Parts to be modified or replaced:

For single engine fire extinguishing systems:	RH tube P/N L262M1810101; LH tube P/N L262M1811801 and/or P/N L262M1809101.
For dual engine fire extinguishing systems:	RH tube P/N L262M1814101; RH tube P/N L262M1808212; LH tube elbow P/N L262M1815101 and LH tube P/N L262M1808211.

2. An injection tube or elbow listed in table 1 of this AD shall not be installed on any helicopter unless the part has been modified per the instructions in ECD ASB EC135-26A-003.

(EASA AD 2011-0172 refers)

Compliance: 1. For single engine fire extinguishing systems P/N L262M1808101, P/N L262M1812101 and P/N L262M1812102:

By 29 June 2012.

For dual engine fire extinguishing system P/N L262M1813102:

By 29 March 2012.

2. From 29 September 2011.

Effective Date: 29 September 2011

DCA/EC135/37 Emergency Float Kit – Inspection

Applicability: Model EC-135 aircraft fitted with Apical emergency float kit P/N 644.1801, S/N all through to 031 (embodied under FAA STC SR01855LA).

Requirement: To prevent an unsafe condition accomplish the inspections and corrective actions specified in FAA AD 2011-25-01.

(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012

Effective Date: 26 January 2012

DCA/EC135/38 Cancelled – DCA/EC135/39 refers

Effective Date: 19 May 2012

DCA/EC135/39B Cancelled – EASA AD 2012-0085R4 refers

Effective Date: 4 October 2012

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

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

2012-0085R6 Main Rotor Hub – Inspection

Applicability: EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 135 T2 helicopters, all S/N.

Effective Date: 2012-0085R4 - 4 October 2012
2012-0085R5 - 30 October 2012
2012-0085R6 - 9 February 2016

2013-0176 Flight System Actuators – Inspection

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2+, EC 135 P2 (CPDS), EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2+ and EC 135 T2 helicopters, all S/N.

Effective Date: 21 August 2013

2013-0178 Cancelled - EASA AD 2017-0243 refers

Effective Date: 21 December 2017

2013-0228-E Main Rotor Actuator – Replacement

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 25 September 2013

2013-0289-E Rear Structure / Ring Frame – Inspection

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N, if fitted with mounting ring frame X9227 P/N L535H2120301, or P/N L535H2120303, or P/N L535H2120304 without frame reinforcement.

Note: Ring frames X9227 with frame reinforcement P/N L535H2100201 are not affected by the requirements of this AD

Effective Date: 10 December 2013

2013-0306-CN AD Cancelled by EASA – Purpose fulfilled

Effective Date: EASA AD 2013-0306 - 27 December 2013
EASA AD 2013-0306-CN - 26 April 2017

2013-0307-E Fuel Quantity Indication – AFM Amendment

Applicability: EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS) and EC 135 T2+ helicopters, all S/N.

Effective Date: 21 December 2013

2014-0226 Main Gearbox and Tail Gearbox Oil – Inspection

Applicability: EC135 P2+ and EC135 T2+ helicopters, S/N as listed in Appendix 1 of this AD.

Effective Date: 24 October 2014

2017-0002 Main Transmission Housing – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3 helicopters, all S/N.

Effective Date: 23 January 2017

2010-0058R1 Tail Rotor, Cyclic and Collective Control Levers – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2010-0227R1 Tail Rotor Rod and Ball Pivot – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, all S/N.

Effective Date: 7 April 2017

2006-0318R2 Tail Rotor Linear Control Transducer Bearing and Rod – Inspection

Applicability: EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2+ helicopters, if fitted with bearing P/N LN9367GE6N2, or with an affected part (see Note of this AD).

Note: For the purpose of this AD, an affected part is a Floor P/N L533M1014101, or P/N L533M1014102, or P/N L533M1014103, or P/N L533M1014104, or P/N L533M1014105, or P/N L533M1014106, that has not been modified and re-identified in service in accordance with the instructions of ECD Alert Service Bulletin (ASB) EC135-67A-012, or in production in accordance with drawing L671M5040051, or a Rod P/N L671M5040205, or a Lever P/N L671M5040101.

Effective Date: 25 April 2017

2017-0147 Tail Rotor Controls – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N.

Effective Date: 31 August 2017

2017-0199 Cancelled – EASA AD 2021-0011 refers

Effective Date: 31 January 2021

2017-0243 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2011-0168R1 Instrument Lighting Display Brightness – Inspection

Applicability: EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS) and EC135 T2 helicopters, S/N 0642 through to 0999 inclusive, if fitted with an optional night vision goggle (NVG) system.

Effective Date: 26 April 2018

2018-0063 Cyclic Stick – Modification

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N up to 1263 inclusive and S/N 1265, if fitted with an autopilot, and S/N 2001 up to 2024 inclusive, except S/N 2006, 2008, 2013, 2017, 2019, 2020 and 2022.

Effective Date: 26 April 2018

2018-0168R1 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2018-0210-E Hoist Carrier Assembly – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N, except EC135 P3H and EC135 T3H variants.

Effective Date: 27 September 2018

2018-0284 Cancelled – EASA AD 2022-0067 refers

Effective Date: 28 April 2022

2019-0087-E Cancelled – EASA AD 2020-0105 refers

Effective Date: 28 May 2020

2019-0199 Tail Rotor Drive Ti-Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 30 August 2019

2020-0013 Hand Held Fire Extinguishers – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N.

Effective Date: 27 February 2020

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T33 helicopters, all variants, all S/N.

Effective Date: 2 April 2020

2020-0099 Titanium Bolts – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 May 2020

2020-0102 Tail Rotor Control System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Effective Date: 28 May 2020

2020-0105 Main Rotor Actuator Single-Axis Actuators – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Note: This AD partially retains the requirements of superseded EASA AD 2019-0087-E, introduces repetitive inspections or replacement of all affected parts, and provides criteria to allow installation of affected parts.

Effective Date: 28 May 2020

2020-0282 Tail Rotor Blades – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 January 2021

2021-0011 Outboard Load System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all S/N up to 1276 inclusive.

Note: This AD supersedes EASA AD 2017-0199 to introduce the installation of an updated hook assembly, which is a terminating action for the repetitive inspections.

Effective Date: 31 January 2021

2021-0050 Tail Rotor Blades – Replacement

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 9 March 2021

2021-0066 Outboard Load System Fittings – Inspection

Applicability: EC135 P2+, EC135 P3, EC135 T2+ and EC135 T3 helicopters, S/N 0886 through to 1166, except S/N 1007, 1102 and 1145, and except helicopters embodied in service with Airbus Helicopters SB EC135-85-063.

Effective Date: 22 March 2021

2021-0149 Emergency Flashlight – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all variants, all S/N up to 820 inclusive.

Effective Date: 5 July 2021

2022-0023 Air Conditioning System – Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, S/N from 0008 through to 0869 inclusive, except S/N 0831 and S/N 0864.

Effective Date: 24 February 2022

2022-0067 Airworthiness Limitations – Amendment

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 28 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T3, EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 635 T1, EC 635 T2+, EC 635 T3, EC 635 P2+ and EC 635 P3 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0097 Instrument Flight Rule Screens - Removal

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all variants, all S/N.

Effective Date: 8 June 2022

2022-0143 Cancelled – EASA AD 2022-0168 refers

Effective Date: 31 August 2022

2022-0168 Integrated Modular Avionics, Ethernet Network - Inspection

Applicability: EC135 P3H and EC135 T3H helicopters, all S/N.

Effective Date: 31 August 2022

2023-0066 Hoist Boom Assembly - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 7 April 2023

2023-0197 Tail Rotor Drive - Inspection

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: 30 November 2023

*** 2024-0028R1 Tail Rotor Blades - Inspection**

Applicability: EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+ and EC135 T3 helicopters, all variants, all S/N.

Effective Date: EASA AD 2024-0028-E - 29 January 2024
EASA AD 2024-0028R1 - 26 April 2024