Airworthiness Directive Schedule

Aeroplanes
De Havilland DHC-1 Series (Chipmunk)
22 February 2018

Notes:

1. This AD schedule is applicable to De Havilland DHC-1 (Chipmunk) series aircraft.
2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable De Havilland DHC-1 series (Chipmunk) aircraft. NAA ADs can be obtained directly from the applicable NAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
3. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/DHC-1/101 Strengthened Rudder Bars and Brackets - Modification

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland Canada TNS No. 3 and UK TNS CT(C1)75.

Compliance: By 30 September 1954

DCA/DHC-1/102 Increased Rudder Mass Balance Weight - Modification

Applicability: All DHC-1A-1 and DHC-1A-2 aircraft.

Requirement: De Havilland Canada TNS C-7 and UK TNS CT(C1)9.

Compliance: By 30 September 1954.

DCA/DHC-1/103 Assembly of Sock to Starboard Flap Connecting Rod - Modification

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland Canada Drawing C12-457 aircraft.

Compliance: By 30 September 1954

DCA/DHC-1/104 Rear Brake Lever Assembly Return Spring – Modification

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland Canada TNS C-10.

Compliance: By 30 September 1954

DCA/DHC-1/105 Tailplane to Fuselage Pick-ups - Strengthening - Modification

Applicability: DHC-1 series aircraft, S/N 1 through to 62 and 101 through to 190.

Requirement: De Havilland Canada TNS C-30.
(Transport Canada AD CF-52-04 refers)

Compliance: 30 September 1954

DCA/DHC-1/106 Stalling Strips on Wing Leading Edges - Installation - Modification

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland Canada TNS C52.

Compliance: By 30 April 1959

DCA/DHC-1/107 Cancelled - DCA/DHC-1/152A refers (TC AD CF-49-05)

Effective Date: 26 October 2017

DCA/DHC-1/108 Tailwheel Yoke and Fork Bushes - Inspection

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland UK TNS CT(C1) 41.

Compliance: Within the next 50 hours TIS.

Effective Date: 31 July 1952

DCA/DHC-1/110 Rear Fuselage Bulkhead – Inspection and Modification

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland Canada TNS C-33.

Compliance: As detailed in CF-52-06.
(Transport Canada AD CF-52-06 refers)

Effective Date: 30 April 1959

DCA/DHC-1/111 Master Brake Cylinder Mounting Bracket - Inspection

Applicability: All Canadian built DHC-1 series aircraft.

Requirement: De Havilland Canada TNS C44.

Compliance: Every periodic inspection until modified.

Effective Date: 30 April 1959

DCA/DHC-1/114 Brake System Adjustment - Inspection

Applicability: All DHC-1 series aircraft.

Requirement: De Havilland UK TNS CT(C1) 124.

Compliance: As detailed in the TNS.

Effective Date: 30 April 1959

*** DCA/DHC-1/117A Engine Throttle and Mixture Control Rods - Inspection**

Applicability: All UK built DHC-1 aircraft.

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: De Havilland UK TNS CT(C1) 131.
(UK CAA 2803 PRE 80 refers)

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: DCA/DHC-1/117 - 30 November 1959
DCA/DHC-1/117A - 22 February 2018

DCA/DHC-1/119 **Elevator Controls, Connecting Rods - Inspection**

Applicability: All UK built DHC-1 series aircraft.

Requirement: De Havilland UK TNS CT(C1) 139.

Compliance: Next periodic inspection.

Effective Date: 31 March 1961

DCA/DHC-1/120 **Cancelled - Purpose Fulfilled**

DCA/DHC-1/121A **Cancelled – DCA/DHC-1/153 refers**

Effective Date: 29 March 2012

DCA/DHC-1/124 **Cancelled – Purpose Fulfilled**

DCA/DHC-1/127 **Fuselage Assembly - Modification**

Applicability: All UK built DHC-1 series aircraft.

Requirement: Hawker Siddeley TNS CT(C1) 154.
(UK CAA 2805 PRE 80)

Compliance: By 30 November 1967

DCA/DHC-1/128 **Cancelled – No longer required**

DCA/DHC-1/129 **Cancelled – De Havilland Support TNS No. 170 Issue 2 refers**

Effective Date: 28 January 2010

DCA/DHC-1/130A **Fin Structure - Inspection**

Applicability: All UK built DHC-1 series aircraft.

Requirement: To ensure the continuing airworthiness of the fin structure, inspect and rectify any defects found per British Aerospace TNS CT(C1) 156, issue 5.

Compliance: At intervals not to exceed 600 hours TIS or 3 years, whichever is the sooner.

Effective Date: DCA/DHC-1/130 - 31 December 1969
DCA/DHC-1/130A - 27 July 2000

DCA/DHC-1/131A Tail Plane Assembly – Inspection and Modification

Applicability: All UK built DHC-1 series aircraft.

Note 1: This AD revised to include note 2.

Requirement: Hawker Siddeley TNS CT(C1) No. 157 Issue 3 dated 28 May 1986.

Note 2: Aircraft embodied with the modification in accordance with Aeronautical Engineers Australia (AEA) Tailplane Spar Cap Strap Engineering Order EO6454/2 (or an equivalent approved tailplane spar cap strap reinforcement modification) shall be exempt from the radiographic inspection requirements specified in paragraph 8 of TNS Chipmunk (C1) No. 157. Aircraft modified per EO6454/2 shall be inspected per the requirements and intervals specified in paragraph 10 of the same document. With the embodiment of this major modification a conformity statement is required per section 7 of CAA form 337.

Compliance: As detailed in TNS No. 157 and EO6454/2.

Effective Date: DCA/DHC-1/131 - 31 December 1969
DCA/DHC-1/131A - 28 June 2007

DCA/DHC-1/132A Fuselage Assembly - Inspection

Applicability All UK built DHC-1 series aircraft.

Requirement: Inspect per BAe TNS CT(C1) 158 Issue 2. Repair as necessary per TNS CT(C1) 158, issue 2, before further flight.

Compliance: Within next 300 hours TIS and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: DCA/DHC-1/132 - 30 June 1971
DCA/DHC-1/132A - 16 February 1996

DCA/DHC-1/133 Wing - Main Spar Root - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: Hawker Siddeley TNS CT(C1) 160.

Compliance: As detailed in the TNS.

Effective Date: 30 June 1971

DCA/DHC-1/134 Wing - Main Spar Root - Link Replacement

Applicability: All UK built DHC-1 series aircraft.

Requirement: Hawker Siddeley TNS CT(C1) 160.

Compliance: As detailed in the TNS.

Effective Date: 30 June 1971

DCA/DHC-1/135 Wing to Fuselage Attachment Links - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: Hawker Siddeley TNS CT(C1) 161.

Compliance: As detailed in the TNS.

(UK CAA 2806 PRE 80 refers)

Effective Date: 30 November 1971

DCA/DHC-1/136 Mainplane Main Spar Lower Flanges at Root End - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: Hawker Siddeley TNS CT(C1) 167.

Compliance: Within the next 100 hours TIS and whenever the mainplane is removed.

Effective Date: 15 November 1974

*** DCA/DHC-1/137B Spin Recovery Advisory Placard - Modication**

Applicability: All De Havilland Chipmunk T Mk10, Mk20, Mk21, Mk22 and Mk22A aircraft embodied with mod no. H.231 (aircraft fitted with anti-spinning strakes).

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: Hawker Siddeley Mod. H.324.
(UK CAA AD 2802 PRE 80 refers)

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective: DCA/DHC-1/137A - 5 November 1974
DCA/DHC-1/137B - 22 February 2018

DCA/DHC-1/138B Undercarriage Mounting Casting – Inspection

Note: DCA/DHC-1/138B revised to mandate the latest revision of TNS 165.

Applicability: All UK built DHC-1 series aircraft not incorporating mod no. H.310.

Requirement: X-ray inspect castings P/N C1-W-645 and 646 per British Aerospace TNS Chipmunk (C1) 165, issue 6, or later approved revisions.
(UK CAA AD 2807 PRE 80 Rev 1 refers)

Compliance: Within next 3 months unless already accomplished within last 12 months and thereafter as detailed in TNS 165.

Effective Date: DCA/DHC-1/138 - 27 October 1978
DCA/DHC-1/138A - 29 April 2004
DCA/DHC-1/138B - 30 May 2013

DCA/DHC-1/139 Fuselage Centre-Section Tie Bar - Inspection and Removal

Applicability: All UK built DHC-1 series aircraft.

Requirement: Inspect centre section tie bars per British Aerospace TNS 175 and remove from service any found with bushed bolt holes.
(UK CAA 007-09-85 refers)

Compliance: Prior to 16,000 fatigue hours (TNS 138 refers).

Effective Date: 17 July 1987

DCA/DHC-1/140A Tailplane Attachment Fittings – Inspection, Modification and Retirement

Applicability: All UK built DHC-1 series aircraft.

Requirement: 1. Inspect tailplane attachment brackets P/N C1.TP.167 for cracks per British Aerospace TNS CT (C1) 176 Issue 2. Replace any bracket found cracked before further flight.

2. Where no crack indications are found but the usage of the tailplane cannot be verified or, the tailplane is not of original fit, brackets P/N C1.TP.167 must be removed and replaced by brackets C1.TP.313 introduced by mod H357.

3. Remove tailplane attachment brackets P/N C1.TP.167 from service.

(CAA UK AD 014-11-97 refers)

Compliance: 1. By 28 September 1998, and thereafter at intervals not to exceed 6 months until either mod H357 is embodied or 9984 fatigue hours are attained.

2. By 30 November 1999

3. At 9984 fatigue hours TTIS.

Effective Date: DCA/DHC-1/140 - 17 July 1987
DCA/DHC-1/140A - 28 August 1998

DCA/DHC-1/141 Engine Mount Fuselage Upper Attachment Points - Modification and Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: Embody modification H.358 and inspect per British Aerospace TNS 180.

(UK CAA AD 009-09-85 refers)

Compliance: By 31 December 1987 and re-inspect thereafter at intervals not to exceed 3 years.

Effective Date: 17 July 1987

DCA/DHC-1/142A Fuselage Rear Bulkhead - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: Inspect fuselage rear bulkhead per British Aerospace TNS 183, issue 3. No aerobatic or glider towing flights are to be carried out until the initial inspection per the TNS has been satisfactorily completed. Where any cracking is evident, repairs must be carried out before further flight.
(UK CAA AD 005-05-90 refers)

Compliance: 1. For original bulkheads, within next 10 hours TIS unless already accomplished, and thereafter at intervals not to exceed 200 hours TIS, or 12 months whichever is the sooner.
2. For repaired or replaced bulkheads, at intervals not to exceed 600 hours TIS or 3 years whichever is the sooner.

Effective Date: DCA/DHC-1/142 - 18 May 1990
DCA/DHC-1/142A - 19 April 1991

DCA/DHC-1/143A Tailplane Support Struts - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: To prevent failure of the tailplane support struts due to internal corrosion, inspect and perform corrosion protection measures per British Aerospace TNS 186, issue 2. If corrosion is found replace as necessary per TNS 186, issue 2.
(UK CAA AD 021-08-91 refers)

Compliance: At intervals not to exceed 7 years.

Effective Date: DCA/DHC-1/143 - 30 October 1992
DCA/DHC-1/143A - 3 September 1993

DCA/DHC-1/144 MLG Shock Absorber Strut - Inspection

Applicability: All UK built DHC-1 series aircraft.

Requirement: To detect distortion or cracking of the MLG plunger tube P/N C1-U-55, and to determine that the tube has been manufactured from material of the correct specification, inspect per British Aerospace TNS 189. Any tubes found defective, must be replaced before further flight.
(UK CAA AD 001-06-93 refers)

Compliance: By 3 November 1993

Effective Date: 3 September 1993

DCA/DHC-1/145A Engine Mount - Inspection

Applicability All DHC-1 series aircraft incorporating engine mounting frame P/N C1.EM.1A L.H. and C1. EM.2A. R.H.

Requirement: To prevent failure of engine mounting frame inspect frame for cracks per British Aerospace TNS 190, issue 2, Parts A and B (Appendix 1). If frames are found cracked, worn or damaged, repair per manufacturer's instructions before further flight.
(UK CAA AD 003-08-94 refers)

Compliance: Part A - Within the next 150 hours TIS, or 6 months whichever is the sooner, unless already accomplished.

Part B - Within the next 300 hours TIS and thereafter at intervals not to exceed 600 hours TIS.

Effective Date: DCA/DHC-1/145 - 23 December 1994
DCA/DHC-1/145A - 27 October 1995

DCA/DHC-1/146 Cancelled - Purpose Fulfilled

DCA/DHC-1/147 MLG Piston Tubes - Inspection

Applicability All UK built DHC-1 series aircraft.

Requirement: To confirm correct piston tube material and inspect for corrosion accomplish British Aerospace TNS 194, issue 1. Renew piston tubes that have been manufactured from material of incorrect specification before further flight. Renew tubes found with internal corrosion, and rework tubes with light external corrosion per TNS 194, issue 1, before further flight.
(UK CAA AD 004-02-95 refers)

Compliance: By 1 September 1996.

Effective Date: 1 September 1995.

DCA/DHC-1/148 Modifications

Applicability: All UK built DHC-1 series aircraft.

Requirement: To ensure continued airworthiness, accomplish the following modifications per British Aerospace TNS CT (C1) 200 Issue 1:-

H 225 - Extension Piece to Rudder Torque Tube
H 269 - HTS Elevator Torque Tube Pins
H 275 - Tailwheel Yoke Special Bolt P/N C1 UT 199
H 282 - Fire Extinguisher Mounting Bracket
H 360 - Fin Rear Spar Reinforcing Strips

(UK AD 006-03-97 refers)

Compliance: By 31 October 1997.

Effective Date: 4 July 1997

DCA/DHC-1/149 Electric Start Isolation Switch - Installation

Applicability: All UK built DHC-1 series aircraft.

Requirement: To prevent inadvertent operation of the starter switch accomplish British Aerospace TNS CT (C1) 201, issue 1.
(UK CAA AD 007-03-97 refers)

Compliance: By 4 July 1998

Effective Date: 4 July 1997

DCA/DHC-1/150 Flap Latch Plate – Inspection and Replacement

Applicability: All UK built DHC-1 series aircraft fitted with flap operating system latch plate P/N C1-CF-1489 or fitted with an unknown P/N latch plate.

Requirement: To prevent uncommanded flap retraction accomplish the requirements in de Havilland Support Limited Chipmunk Technical News Sheet CT(C1) No. 208.

(UK CAA AD G-2009-0001 refers)

Compliance: At the next scheduled maintenance inspection unless previously accomplished.

Effective Date: 26 March 2009

DCA/DHC-1/151 **Fuel System – Inspections, Modifications and Replacement**

Applicability: Model DHC-1 series aircraft, S/N 52 through to 179.

Note 1: This AD adopts those modifications applicable to the fuel tank selector guide and the engine primer pipes mandated by Transport Canada AD CF-51-05.

Requirement: Accomplish the requirements in Transport Canada AD CF-51-05.

Note 2: A copy of Transport Canada AD CF-51-05 can be obtained from http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-lv-cs1401.asp?rand=

Note 3: De Havilland Aircraft of Canada Technical News Sheets (TNS) C-20 (Mod 1/689) and TNS C(R)1 (Mods GC100 and 1/702) and later approved revisions of these documents are acceptable to comply with the AD requirements.

(Transport Canada AD CF-51-05 and CASA AD/DHC-1/43 refer)

Compliance: By 27 April 2012 unless previously accomplished.

Effective Date: 27 October 2011

DCA/DHC-1/152A **Mandatory Inspections, Modifications and Replacements**

Applicability: Canadian built DHC-1 series aircraft with S/N listed in the mandated De Havilland of Canada Technical News Sheets and Design Leaflets.

Note 1: This AD revised to limit the applicability to Canadian built DHC-1 aircraft. This AD adopts those inspections, modifications and replacements applicable to rudder bars, wheel hub bolts, brake disc clips, support brackets, rudder mass balance weights, fuselage longerons, helical tension spring, safety harness attachments and rear brake lever assemblies mandated by Transport Canada AD CF-49-05.

Requirement: Accomplish the requirements in Transport Canada AD CF-49-05.

Note 2: A copy of Transport Canada AD CF-51-05 can be obtained from http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-lv-cs1401.asp?rand=

Note 3: De Havilland Aircraft of Canada Technical News Sheets (TNS) C-3, C-4 and C-6, and De Havilland Aircraft of Canada Design Leaflets CM1003, Mod. 278, Mod. 322 and Mod. 1/535 and later approved revisions of these documents are acceptable to comply with the AD requirements.

Note 4: Each part of this AD (each individual mandated TNS and Design Leaflet) shall be certified in the aircraft log book separately. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the De Havilland Aircraft TNS/Design Leaflets.
(Transport Canada AD CF-49-05 and CASA AD/DHC-1/44 Amdt 1 refer)

Compliance: Initial compliance by 27 April 2012 (six months after the effective date of DCA/DHC-1/152) unless previously accomplished, and thereafter accomplish the repetitive inspections (as required) per the requirements in the mandated manufacturer documents.

Effective Date: DCA/DHC-1/152 - 27 October 2011
DCA/DHC-1/152A - 29 March 2012

DCA/DHC-1/153 Wings – Fatigue Life Recording

Note: This AD supersedes DCA/DHC-1/121A to mandate compliance with the requirements in TNS CT(C1) No 138, issue 6. This TNS has been developed to introduce a suite of documents for recording and tracking fatigue lives. A replacement life is introduced for the mainplane attachment bolts.
The fatigue lives of critical components and the requirements for the management and recording of fatigue consumption on DHC-1 Chipmunk aircraft are promulgated in TNS CT(C1) No 138. Recent overseas experience has shown that in some cases the TNS at issue 5 (subject to UK CAA AD 2804 Pre 80) was incorrectly interpreted or ignored, resulting in incorrect assessment and recording of fatigue life consumption. Experience has also shown that role factors are sometimes incorrectly assessed and a recommended replacement life for the wing attachment bolts was not adopted on the civil fleet.

Applicability: All UK and Portuguese built certificated DHC-1 series aircraft, all marks.

Requirement: To prevent incorrect recording of fatigue life which could result in structural failure and loss of life, accomplish the requirements in de Havilland Support Ltd Technical News Sheet (TNS) CT(C1) No. 138, issue 6, dated 1 December 2011 or later approved amendments.
(UK CAA G-2012-0001 refers)

Compliance: At the next annual inspection or by 29 April 2012 whichever occurs sooner, and thereafter at intervals not to exceed 12 months.

Effective Date: 29 March 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
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.

UK CAA AD G-2013-0002 Tailplane Attachment Fittings – Inspection

Applicability: All UK and Portuguese built certificated DHC-1 series aircraft, all marks.

Effective Date: 16 October 2013

*** UK CAA AD 2794 PRE 80 (revised) Fuel Filter Mounting - Modification**

Applicability: All UK built DHC-1 aircraft.

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: Embody fuel filter mounting mod no. H181 per DH TNS CT (C1) No. 111, or embody an equivalent approved modification.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: UK CAA AD 2794 PRE 80 - 26 October 2017
UK CAA AD 2794 PRE 80 (revised) - 22 February 2018

*** UK CAA AD 2795 PRE 80 (revised) Fuel Feed Pipe - Modification**

Applicability: All UK built DHC-1 aircraft.

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: Embody fuel feed pipe mod no. H188 between the fuel cock and fuel filter per DH TNS CT (C1) No. 111, or embody an equivalent approved modification.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: UK CAA AD 2795 PRE 80 - 26 October 2017
UK CAA AD 2795 PRE 80 (revised) - 22 February 2018

*** UK CAA AD 2796 PRE 80 (revised) Balanced Type Vents - Modification**

Applicability: All De Havilland Chipmunk T Mk10, Mk20, Mk21, Mk22 and Mk22A aircraft.

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: Embody balanced type vents mod no. H207 per DH TNS CT (C1) No. 117.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: UK CAA AD 2796 PRE 80 - 26 October 2017
UK CAA AD 2796 PRE 80 (revised) - 22 February 2018

*** UK CAA AD 2797 PRE 80 (revised) Flexible Mounted Aerial - Modification**

Applicability: All UK built DHC-1 aircraft.

Note: This AD revised to limit the AD applicability to UK built Chipmunk aircraft.

Requirement: Embody mod no. H209 per DH TNS CT (C1) No. 106, or embody an equivalent approved modification.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: UK CAA AD 2797 PRE 80 - 26 October 2017
UK CAA AD 2797 PRE 80 (revised) - 22 February 2018

UK CAA AD 2799 PRE 80 (revised) Anti-spinning Strakes - Modification

Applicability: All UK built DHC-1 aircraft approved for aerobatic operation.

Note: This AD revised to limit the AD applicability to UK built DHC-1 aircraft.

Requirement: Embody mod no. H231.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.

Effective Date: UK CAA AD 2799 PRE 80 - 26 October 2017
UK CAA AD 2799 PRE 80 (revised) - 21 December 2017

UK CAA AD 2801 PRE 80 (revised) Aerobatics and Spins Prohibited Placard - Modification

Applicability:	All UK built DHC-1 aircraft not embodied with mod no. H231.
Note:	This AD revised to limit the AD applicability to UK built DHC-1 aircraft.
Requirement:	Embody mod no. H323 per DH TNS CT (C1) No. 171.
Compliance:	Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA AD.
Effective Date:	UK CAA AD 2801 PRE 80 - 26 October 2017 UK CAA AD 2801 PRE 80 (revised) - 21 December 2017

Transport Canada AD CF-91-38 Fuselage Rear Bulkhead - Inspection

Applicability:	All Canadian built DHC-1 series aircraft.
Compliance:	Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Transport Canada AD. (Transport Canada AD CF-91-38 refers)
Note 1:	For UK manufactured DHC-1 series aircraft refer UK CAA AD 005-05-90.
Note 2:	British Aerospace TNS 183 issue 4, dated 15 May 1991 pertains to the subject of both ADs.
Effective Date:	26 October 2017

Transport Canada AD CF-54-02 Canopy Lock - Modification

Applicability:	DHC-1 series aircraft, S/N 139 through to 195.
Compliance:	Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Transport Canada AD.
Note:	De Havilland Canada TNS C-38, amendment 2 pertains to the subject of this AD. CF-54-02 supersedes CF-53-11, and introduces a repetitive inspection until embodiment of the mod per TNS C-38.
Effective Date:	26 October 2017