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

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

AIRWORTHINESS DIRECTIVES

Amendment Nr 24-03

Effective date 28 March 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 24-03
28 March 2024

AD Schedule	AD Number	AD Title	Eff Date
Bell 429	Transport Canada AD CF-2024-11	Tail Rotor Blade Abrasion Strips - Inspection	26-Mar-24
Guimbal Cabri G2	EASA AD 2024-0071	Main Rotor Swashplate - Inspection	21-Mar-24
Schempp-Hirth gliders	EASA AD 2024-0059	Canopy Locking Mechanism – Modification	28-Mar-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

Note:

Airworthiness Directive Schedule Amendment Nr. 24-04 will be issued on Wednesday 24 April 2024.

Notes on New and Revised Airworthiness Directives

Bell 429 Transport Canada AD CF-2024-11 Tail Rotor Blade Abrasion Strip Cracks - Inspection

Transport Canada AD CF-2024-11 with a New Zealand effective date 26 March 2024 is applicable to Bell 429 helicopters, S/N 57001 and onwards, and is prompted by Bell recently receiving 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 result in tail rotor blade failure and catastrophic consequences such as severe imbalance and destruction of the tail rotor gearbox and loss of directional thrust during take-off and landing.

This AD mandates the marking of affected tail rotor blades and subsequent checks and inspections to detect any potential cracks until a terminating action is determined.

Affected tail rotor blades:

A tail rotor blade assembly that is listed in Table 1 of Bell Alert Service Bulletin (ASB) 429-24-63 Basic Issue, dated 21 March 2024.

Applicable ASB:

Bell ASB 429-24-63 Basic Issue, dated 21 March 2024, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

The Transport Canada AD can be obtained from the Transport Canada webpage at: https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_as.aspx

Guimbal Cabri G2 EASA AD 2024-0071 Main Rotor Swashplate - Inspection

EASA AD 2024-0071 with effective date 21 March 2024 is applicable to Cabri G2 helicopters, all S/N, and is prompted by two occurrences reported to EASA where during maintenance, cracks were found in the rotating and the non-rotating parts of swashplates.

This condition, if not detected and corrected, could result in failure of the affected part/s with possible loss of helicopter control. To address this potential unsafe condition, Helicopters Guimbal (HG) issued HG SB 24-001 (A) original issue dated 07 February 2024, then Revision B dated 13 March 2024, which provides inspection instructions for swashplates with P/N G41-00-000.

For the reason described above, this AD requires inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Schempp-Hirth gliders EASA AD 2024-0059 Canopy Locking Mechanism – Modification

This AD is prompted by occurrences reported to EASA of Duo Discus and Nimbus gliders canopy opening during aerotow. The investigation concluded that the fuselage could be temporarily deformed due to forces related to acceleration. That deformation could allow the locking mechanism to move into the open position.

In another occurrence, investigation could not conclude if the canopy was correctly locked, or remained unlocked, unnoticed by the crew (the handle in locked position but not connected with the fuselage pins).

A fatal accident which occurred in 2023, has again highlighted that the risks associated with inadequate design still exists, and that there is a need for improvement.

These conditions, if not detected and corrected, could result in the canopy opening in flight, potentially resulting in loss of control of the glider.

In 2004 and 2005 Schempp-Hirth issued a TN (later revised) to provide modification instructions. Those TN have been identified as the proper solution in response to the potential unsafe condition described above. For the reasons described above, this AD requires modification of the canopy locking mechanism.

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

A/L 24-03 **AIRWORTHINESS DIRECTIVE SCHEDULE REVISION STATUS** **28 March 2024**

Schedule	Date
AD Schedule Cover Page	28 MAR 24
AD Schedule Revision Status	28 MAR 24
List of New or Revised ADs	28 MAR 24
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	27 JULY 23
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
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Cessna 180 Series	26 NOV 20
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Cessna 206 Series	29 OCT 20
Cessna 207 Series	29 OCT 20
Cessna 208 Series	25 MAR 21
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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	24 APR 08
Cessna 560 Series	27 MAY 10
Cirrus SR20 and SR22 Aircraft	28 JAN 10
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 / Dominie)	28 OCT10
De Havilland DH94 Series (Moth Minor)	31 AUG 17
De Havilland DHC-1 Series (Chipmunk)	22 FEB 18
De Havilland DHC-2 Series (Beaver)	30 MAR 23
De Havilland DHC-3 Series (Otter)	24 NOV 22
Diamond DA 20 Series	28 FEB 08
Diamond DA 40 Series	21 DEC 23
Diamond DA 42 Series	26 JAN 23
Diamond DA 62 Series	18 JAN 24
Douglas DC3C-S1C3G	18 APR 19
Dornier Do 228 Series	27 SEP 07
Eagle X-TS & 150 Series	30 AUG 07
Embraer EMB-500	26 NOV 20
Embraer EMB-820 Series	25 FEB 21
Erco 415-D Series (Ercoupe)	31 JAN 13
Extra EA 300 Series	1 OCT 20
Fairchild SA227	25 JUNE 09
G-164 Ag-Cat Series	25 MAY 23
Gippsland GA200 Fatman	27 SEP 12
Gippsland GA8 Airvan	30 NOV 23
Grumman American AA-1 & AA-5 Series	29 JUL 21
Grumman G-44 Series	25 NOV 94
Gulfstream Aerospace G-IV Series	27 SEP 07
Gulfstream Aerospace GA-7	28 FEB 19
Harvard 2, 2A and 3 Series	26 SEP 13
Helio H-250 (Courier)	27 OCT 16
Jabiru Aeroplane Series	27 MAY 21
Kodiak 100	27 JULY 23
Lake LA-4, LA-4-200 & Model 250	28 SEP 17
Maule Series	30 JAN 14
Mitsubishi MU-2B-26A/ -60 Series	28 JAN 21
Mitsubishi MU-2B-30 Series	25 JUN 20
Mooney M20 Series	23 FEB 23
Moravan Zlin Z-50	28 JUL 05
Moravan Zlin Z-137T	28 JUL 05
Nanchang CJ-6 Series	23 FEB 17
North American P-51 Series	30 MAY 13
Nomad N22 and N24 Series	21 APR 11
Pacific Aerospace CT/4 Series	29 APR 21
Pacific Aerospace FBA-2C Series	29 SEP 22
Pacific Aerospace Fletcher FU24 Series	28 JUL 16
Pacific Aerospace Cresco 08-600	30 APR 20
Pacific Aerospace 750XL	29 AUG 19
Percival Proctor Mk1	26 JUL 07
Percival Proctor Mk5	24 FEB 00
Pilatus PC-6 Series	29 APR 21
Pilatus PC-12 Series	26 OCT 23
Piper J3 Series	28 MAY 15
Piper PA-14 Series	26 JUL 18
Piper PA-18 Series	25 JAN 18
Piper PA-20 Series	28 MAY 15
Piper PA-22 Series	25 MAY 17
Piper PA-23 Series	27 JAN 22
Piper PA-24 Series	28 JUN 18
Piper PA-25 Series	25 FEB 16
Piper PA-28 Series	28 JAN 21
Piper PA-30 Series	28 JUN 18
Piper PA-31 Series	29 JUL 21
Piper PA-32 Series	28 JAN 21
Piper PA-34 Series	28 APR 22
Piper PA-38 Series	27 OCT 11
Piper PA-39 Series	17 DEC 15
Piper PA-42 Series	27 OCT 11
Piper PA-44 Series	28 JAN 16
Piper PA-46 Series	21 DEC 23
Pitts S-1 & S-2 Series	26 SEP 19
PZL-M18 Dromander Series	25 SEP 03
PZL-104 Wilga 35 and 80	27 JUN 13
Reims F406 Series	31 JAN 19
Robin DR400 Series	30 MAR 23
Robin R1180 Series	22 FEB 18
Robin R3000 Series	27 NOV 14
Rockwell Commander 112 & 114 Series	24 JUN 21
Slingsby T67 Series	24 NOV 16
Rallye, MS880 and MS890 Series	27 APR 23
Socata TB9, TB10 and TB20 Series	21 NOV 19
Sud Aviation Gardan Horizon GY 80	18 DEC 08

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

Amateur Built

Amateur Built Aircraft	24 FEB 22

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

Ex-military and Vintage Factory Built Aircraft	21 DEC 23

Microlight

Microlight	23 FEB 23

Helicopters

Helicopter - General	29 JUNE 23
Agusta Bell AB212	22 DEC 22
Airbus Helicopters SA 315 & SA 316	27 OCT 11
Airbus Helicopters AS 350	18 JAN 24
Airbus Helicopters AS 355	31 AUG 23
Airbus Helicopters EC 120	18 JAN 24
Airbus Helicopters EC 130	29 FEB 24
Airbus Helicopters EC 155 and SA 365	25 MAY 23
Airbus Helicopters Deutschland BO 105	26 JAN 23
Airbus Helicopters Deutschland EC 135	29 FEB 24
Airbus Helicopters Deutschland MBB-BK 117	21 DEC 23
Bell/Kawasaki-Bell 47 Series	25 JUN 09
Bell 205 Series	24 NOV 22
Bell 206 Series and Agusta Bell AB206 Series	24 NOV 22
Bell 212 Series	24 NOV 22
Bell 214 Series	26 JUN 14
Bell 222 Series	28 JUL 22
Bell 407 Series	31 AUG 23
Bell 412 Series	24 NOV 22
Bell 427 Series	28 JUN 18
Bell 429 Series	28 MAR 24
Bell 505 Series	29 FEB 24
Bell OH-58 Series	27 NOV 14
Bell UH-1, TH-1 and HH-1 Series	24 NOV 22
Boeing Vertol 107-II	31 AUG 06
Brantly Aircraft B-2 Series	23 DEC 21
Enstrom F-28, 280 & 480 Series	27 SEP 18
Fairchild FH-1100 Series	30 NOV 06
Guimbal Cabri G2	28 MAR 24
Hiller UH-12C & UH-12E Series	22 OCT 15
Kaman K-1200 Kmax	24 FEB 11
Kawasaki BK117 Series	26 JAN 23
Leonardo A109 Series	18 JAN 24
Leonardo A119 & AW119 Series	30 NOV 23
Leonardo AW169	30 NOV 23
MD 369, Kawasaki/Hughes 369 & 500N	23 DEC 21
MD 600N	23 DEC 21
MD 900N	22 OCT 15
Robinson R22 Series	29 FEB 24
Robinson R44 Series	29 FEB 24
Robinson R66 Series	29 FEB 24
Sikorsky/Schweizer (Hughes) 269 Series	22 MAR 18
Sikorsky Aircraft S-55 Series	25 AUG 05
Sikorsky Aircraft S-76 Series	24 JUN 21

Gliders

Gliders General	25 NOV 21
DG-100 /-200 /-300 /-400 /-500 /-800 /-808 & /-1000 Series	26 SEP 19
DG-Flugzeugbau LS1, LS3, LS4, LS6 & LS8 Series	22 DEC 22
Diamond/Hoffmann H36 Dimona	30 JUN 11
Eiravion OY Pik 20 Series	11 JUN 93
Elliots Eon 463 Series	29 AUG 97
Glasflugel and HPH Glasflugel	28 OCT 21
Grob	25 JUN 20
KR-03A Puchatek	26 July 18
Lange E1 Antares	28 AUG 14
LET Blanik L-13 Series	31 AUG 17
M&D Gliders JS-MD Series	25 NOV 21
MBB Phoebus Series	11 JUN 93
PW-5 Smyk	26 JUL 18
PW-6U	26 JUL 18
Schempp-Hirth Series	28 MAR 24
Schleicher Series	28 JUL 22
Schneider ES52/II Kookaburra	29 OCT 09
Slingsby Series	22 FEB 18
Sportine Aviacija LAK-17 series	25 JUL 19
Start & Flug	28 AUG 98
Stemme S10 Series	31 AUG 22
SZD Series (Allstar PZL)	31 JAN 19
Technoflug Series	26 APR 02
Vliegtuigbouw NV Sagitta	11 JUN 93

Balloons

Balloons	31 AUG 23
Ultramagic Balloons	25 FEB 16

Engines

Austro E4 Series	29 FEB 24
Engines General – Reciprocating Engines	29 JUNE 23
Blackburn Cirrus	27 JUN 02
Continental 6-285-C Series	28 MAY 20
Continental A-50, A-65, C-75 & C-85 Series	28 MAY 20
Continental C-90 & O-200 Series & RR C-90 Series	28 MAY 20
Continental 240 Series & RR O-240-A Series	28 MAY 20
Continental 300 Series	28 SEP 23
Continental 360 Series	28 SEP 23
Continental 470 Series	28 SEP 23
Continental 520 Series	28 SEP 23
Continental 550 Series	28 SEP 23
Continental TAE 125-01 & TAE 125-02 Series (previously Technify Motors & Thielert Aircraft Engines)	28 JAN 21
De Havilland Gipsy	28 AUG 08
Franklin	30 OCT 03
GE Aviation Czech M601 Series (previously Walter Engines)	29 FEB 24
General Electric T-58 Series	25 MAR 04
Honeywell Int. LTS101 & T53 Series	30 JUN 22
Honeywell International T5508D	26 JUL 12
Honeywell International TFE731 Series	30 APR 09
Honeywell International TPE331 Series	29 NOV 18
Jabiru 2200 & 3300	27 SEP 12
Kinner R-55 (R-540-1)	29 NOV 07
Limbach Engines	29 JUL 10
Lycoming Engines - FAA TC E-223	31 AUG 17
Lycoming Engines - FAA TC E-229	28 FEB 19
Lycoming Engines - FAA TC 1E12	28 FEB 19
Lycoming Engines - FAA TC E-274	28 FEB 19
Lycoming Engines - FAA TC 1E13	28 FEB 19
Lycoming Engines - FAA TC E-279	28 FEB 19
Lycoming Engines - FAA TC 1E10	17 DEC 20
Lycoming Engines - FAA TC E-286	27 OCT 22
Lycoming Engines - FAA TC 1E1	28 FEB 19
Lycoming Engines - FAA TC E26EA	27 OCT 22
Lycoming Engines - FAA TC E16EA	28 FEB 19
Lycoming Engines - FAA TC E-275	28 FEB 19
Lycoming Engines - FAA TC 1E4	28 FEB 19
Lycoming Engines - FAA TC 1E7	28 FEB 19
Lycoming Engines - FAA TC E14EA	28 FEB 19
Lycoming Engines - FAA TC E-295	28 FEB 19
Lycoming Engines - FAA TC E-304	28 FEB 19
Lycoming Engines - FAA TC 1E15	28 FEB 19
Lycoming Engines - FAA TC 108	27 AUG 15
Lycoming Engines - FAA TC E00004NY	28 FEB 19
Lycoming Engines - FAA TC E00006NY	28 FEB 19
Mikron III Series	28 JAN 16
Pratt & Whitney Piston Series	23 FEB 23
Pratt & Whitney JT8D Series	27 OCT 95
Pratt & Whitney JT15D Series	30 JUN 22
Pratt & Whitney PT6 Series	29 FEB 24

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 AI-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
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Role Equipment - Aeroplanes	24 SEP 15
Role Equipment - Helicopters	27 OCT 22

Airworthiness Directive Schedule

Helicopters

Bell 429 Series

28 March 2024

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: https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_as.aspx

   FAA ADs can be obtained directly from the FAA website at: https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
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

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 helicoptes, 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 Tail Rotor Blade Abrasion Strip Cracks - Inspection**

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

Note: The repetitive visual inspections required before every engine start in Part II of CF-2024-11, 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-2024-11 before further flight.

Effective Date: 26 March 2024

Airworthiness Directive Schedule

Helicopters

Guimbal Cabri G2

28 March 2024

Notes:

1. This AD schedule is applicable to Guimbal Cabri G2 helicopters manufactured by Hélicoptères Guimbal under EASA Type Certificate (TC) No. R.145.
2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

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

Contents

2014-0038 Cancelled – 2014-0196 refers

Effective Date: 4 September 2014

2014-0196 Cancelled – EASA AD 2016-0033 refers

Effective Date: 9 March 2016

2014-0206 Main Rotor Rotating Scissor Link – Inspection

Effective Date: 26 September 2014

2016-0032 Cancelled – EASA AD 2019-0025 refers

Effective Date: 28 February 2019

2016-0033 Cancelled – EASA AD 2017-0039 refers

Effective Date: 10 March 2017

2017-0039 Cancelled – EASA AD 2019-0187 refers

Effective Date: 29 August 2019

2019-0025 Airworthiness Limitations – Amendment

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 28 February 2019

2019-0185 Main Rotor / Swashplate Guide Bellcrank Bushing - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0186 Main Rotor / Non-rotating Scissor Link - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0187 (Correction) Engine Cooling Fan - Replacement

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 August 2019

2020-0199 (Correction) Cancelled – EASA AD 2021-0155 refers

Effective Date: 29 July 2021

2021-0155 Main Rotor Scissors Fittings - Inspection

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 29 July 2021

2023-0204-E Cancelled – EASA AD 2024-0007-E refers

Effective Date: 10 January 2024

2024-0007-E Pilot and Copilot Cyclic Stick Base - Inspection

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 10 January 2024

*** 2024-0071 Main Rotor Swashplate - Inspection**

Applicability: Cabri G2 helicopters, all S/N.

Effective Date: 21 March 2024

Airworthiness Directive Schedule

Gliders

Schempp-Hirth

28 March 2024

Notes:

1. This AD schedule is applicable to Schempp-Hirth gliders manufactured under LBA / EASA Type Certificate Numbers:

Aircraft Model:	LBA/EASA TC No:	Aircraft Model:	LBA/EASA TC No:
Arcus	A.532	Nimbus 2	286
Arcus M	A.532	Nimbus 3DM	847
Arcus T	A.532	Nimbus-3D	373
Cirrus	265	SHK-1	258
Discus a	360 (A.049)	Standard Cirrus	278
Discus b	360 (A.049)	Standard Cirrus B	278
Discus CS	SAI 90-01	Ventus a	349 (A.274)
Discus 2a	360 (A.049)	Ventus b	349 (A.274)
Discus 2b	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2c	360 (A.049)	Ventus bT	825
Discus-2c FES	A.50	Ventus c	349 (A.274)
Discus-2cT	A.50	Ventus cM	825
Discus-2T	A.50	Ventus cT	825
Duo Discus	396 (A.025)	Ventus 2a	349 (A.274)
Duo Discus T	890	Ventus 2b	349 (A.274)
Janus	295	Ventus 2cT	825
Janus B	295	Ventus 3F	A.627
Janus C	295	Ventus 3M	A.627
Janus Ce	295	Ventus 3T	A.627
Janus CM	809		
Mini-Nimbus B	328		
Mini-Nimbus HS7	328		

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders. State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

Contents

DCA/SH/1A Spacer Block Glued Joint - Inspection

Applicability: All Standard Austria S and SH gliders.

Requirement: Inspect the glued joint of the spacer block to the fuselage shell. If any cracks are detected, or if the glued seam is not evenly visible all around the block, or shows any signs of tears, modify per Schempp-Hirth Modification Nr 8 (Drawing Nr 235-A8) before further flight.

Compliance: Before further flight, and thereafter at intervals not exceeding 50 hours TIS or 6 months whichever is the sooner.

Effective Date: DCA/SH/1 - 31 August 1970
DCA/SH/1A - 30 August 1991

DCA/SH/2 Cancelled - DCA/SH/1A refers

DCA/SH/3 Cancelled - Purpose fulfilled

DCA/SH/4 Rudder Control Cable Guide Pulleys - Modification

Applicability: All Standard Austria S, SH, SH-1 gliders.

Requirement: Modify per Schempp-Hirth Standard Austria S, SH, SH-1 Revision Nr 10 dated 10 February 1967.

Compliance: Within the next 10 hours TIS

Effective Date: 31 August 1970

DCA/SH/5A Glued Joint Area Between Bulkhead and Plywood Shell - Inspection

Applicability: All SHK-1 and Standard Austria S, SH and SH-1 gliders.

Requirement: Inspect per Schempp-Hirth SHK 1 TN 9 dated 20 January 1969 or Schempp-Hirth Standard Austria Technical Note Nr 11 dated 20 January 1969.

Compliance: Within the next 50 hours TIS and thereafter at intervals not exceeding 12 calendar months and after every hard landing.

Effective Date: 31 August 1970

DCA/SH/7 Trim Handle, Forward Travel Limitation - Modification

Applicability: All Cirrus L-265 gliders.

Requirement: Modify per Schempp-Hirth Technical Information Nr 2/1968.

Compliance: By 31 August 1971

DCA/SH/8 Fuselage Frame - Modification

Applicability: Standard Cirrus gliders, S/N 1 through to 510, 528 and 529, and S/N 1G through to 544G

Requirement: Modify per Schempp-Hirth TN 278-17.
(LBA AD 76-8 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/9 Seat – Modification

Applicability: Standard Cirrus gliders, S/N 1 through to and S/N 1G through to 200G.

Requirement: Modify per Schempp-Hirth TN 278-18.
(LBA AD 76-7 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/10B Air Brake Control - Modification

Applicability: All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP gliders.

Requirement: To prevent failure of the air brake drive lever ball-joint, accomplish the following:

1. Install new ball joints per Schempp-Hirth TN 278-23 revised 26 March 1993.
2. Modify the air brake actuating lever per TN 278-23 revised 26 March 1993.

(LBA AD 79-051/4 refers)

Compliance:

1. At intervals not to exceed 500 hours TIS.
2. At next ball joint replacement per Part 1.

Effective Date: DCA/SH/10A 28 January 1983
DCA/SH/10B 25 October 1996

DCA/SH/11 Elevator Drive Bearing - Inspection

Applicability: Standard Cirrus gliders, S/N 21, 23, 27, 30, 32 through to 34, 36 through to 52 and 54 through tp 120.

Requirement: Inspect per Schempp-Hirth TN 278-25 and replace all EL 6 type bearings as specified.

(LBA AD 80-243 refers)

Compliance: By 31 January 1981

Effective Date: 21 November 1980

DCA/SH/12 Elevator Attachment - Inspection

Applicability: Standard Cirrus gliders, S/N 1 through to 397, 399 through to 572, 594, 596 and 600.

Requirement: Inspect per Schempp-Hirth TN 278-26. Repair any cracked fittings found before further flight.

(LBA AD 80-244 refers)

Compliance: By 31 December 1980 and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 21 November 1980

DCA/SH/13A Service Life - Inspection

Applicability All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 278-28, dated 26 September 1995. Any defects found must be rectified before further flight.

(LBA AD 81-099/2 refers)

Compliance: At 6000 hours TTIS or by 30 September 1996, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/13 30 October 1981
DCA/SH/13A 15 March 1996

DCA/SH/14A Service Life - Inspection

Applicability: All Janus and Janus B gliders.

Requirement: Accomplish inspection programme per Schempp-Hirth TN 295-11 issued 6 March 1991. Any defects found must be rectified before further flight.
(LBA AD 81-98/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/14 - 30 October 1981
DCA/SH/14A - 30 August 1991

DCA/SH/15 Flap Control Installation - Inspection

Applicability: All Nimbus II gliders.

Requirement: To preclude possible loss of flap selection accomplish the following:

1. Inspect cockpit flap selector leaf spring installation for correct location and security.
2. Check tighten attachment bolt/stiff nut assembly and associated control rod eye-end lock nut

Compliance: By 30 June 1982 and thereafter at intervals not exceeding one year

Effective Date: 28 May 1982

DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification

Applicability: All Cirrus gliders.

Requirement: Embody modifications to elevator drive and horizontal tail plane, remove parachute as prescribed, per Schempp-Hirth TN actions 2 through 5.
(LBA AD 82-103 refers)

Compliance: By 30 November 1982

Effective Date: 27 August 1982

DCA/SH/17A Elevator Drive - Inspection

Applicability: All Nimbus 2B, Mini-Nimbus B and Janus B gliders.

Requirement: Inspect and modify per Schempp-Hirth TNs 286-24, 328-8 or 295-19 (each dated 14 August 1987) as applicable.
(LBA AD 87-126/2 refers)

Compliance: Inspection - Prior to each flight until modified.

Modification - By 31 December 1987

Effective Date: DCA/SH/17 - 14 August 1987
DCA/SH/17A - 23 October 1987

DCA/SH/18 Flap Drive - Modification

Applicability: Ventus ‘a’ and ‘a/16.6’ gliders, S/N 1 through to 284.

Requirement: Modify flap drive lever per Schempp-Hirth TN 349-9.
(LBA AD 87-44 refers)

Compliance: By 31 October 1988

Effective Date: 29 July 1988

DCA/SH/19 Service Life - Inspection

Applicability: All Janus C gliders.

Requirement: Implement inspection program per Schempp-Hirth TN 95-16, issued 15 March 1991. Any defects found must be rectified before further flight.
(LBA AD 86-274/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS

Effective Date: 30 August 1991

DCA/SH/20A Elevator Actuating Rod - Inspection

Note: This AD supersedes DCA/SH/20 to revise the applicability to include Nimbus-3D gliders.

Applicability: Janus CM gliders, S/N all through to 36.
Janus CT gliders, S/N all through to 19.
Ventus bT gliders, all S/N.
Ventus cT gliders, S/N all through to 174.
Ventus cM gliders, S/N all through to 87 except 85.
Nimbus-3T gliders, all S/N.
Nimbus-3DT gliders, S/N 1 all through to 55.
Nimbus-3DM gliders, S/N all through to 24.
Discus-bT gliders, S/N all through to100.
Standard Cirrrus G gliders, all S/N.
Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N.
Janus B, C, and Ce gliders, S/N all through to 284.
Mini Nimbus B and C gliders, all S/Ns.
Ventus a, b, a/16.6 and b/16.6 gliders, all S/N.
Ventus C gliders, S/N all through to 568.
Discus a and b gliders, S/N all through to 446.
Discus CS gliders, S/N all through to 98.
Nimbus-3D gliders, S/N all through to 11.

Requirement: To prevent accumulation of water, corrosion and possible failure of the vertical elevator actuating rod inside the fin, accomplish the following:

1. Load test the the elevator control system per TN 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, 809-9, 825-17, 847-4 or 863-3 as applicable.

2. Replace the elevator actuating rod per the applicable TN listed above.
(LBA AD 92-360/2 refers)

Compliance: 1. By 25 April 2010 unless previously accomplished.
2. By 25 May 2010 unless previously accomplished.

Effective Date: DCA/SH/20 - 3 September 1993
DCA/SH/20A - 25 March 2010

DCA/SH/21 Service Life - Inspection

Applicability: Discus A and B gliders, S/N 1 through 499.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 360-11. Any defects found must be rectified before further flight.
(LBA AD 94-031 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/22 Service Life - Inspection

Applicability: All Nimbus-2, -2B and -2C gliders.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 286-22. Any defects found must be rectified before further flight.
(LBA AD 86-036/2 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/23A Horizontal Stabiliser - Inspection

Applicability Standard Cirrus and Standard Cirrus B gliders, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Nimbus-2 gliders, S/N 86, 93, 96 and onwards.

Janus gliders, all S/Ns.

Mini-Nimbus HS7 gliders, all S/Ns.

Nimbus-2M gliders, S/N 4 through to 7.

Powered Gliders, Standard Cirrus TOP and Standard Cirrus B TOP, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Requirement: To prevent disengagement of the tailplane attachment bracket accomplish Schempp Hirth TN 278-36, 286-33, 295-26, 328-11, 798-3.
(LBA AD 95-015 refers)

Compliance: By 31 October 1995

Effective Date: DCA/SH/23 - 4 August 1995
DCA/SH/23A – 18 December 1998

DCA/SH/24 Service Life - Inspection

Applicability All Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 349-24. Any defects found must be rectified before further flight.
(LBA AD 1999-001 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA/SH/25 Service Life - Inspection

Applicability All Janus CM gliders.

Requirement: To extend service life to 12,000 hours accomplish the following:

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 809-14. Any defects found must be rectified before further flight.
(LBA AD 1999-028 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267.
Janus CM gliders, S/N 1, 3 through to 24, and 26 through to 36.
Janus CT gliders, S/N 1 through to 6, 8 and 9.

Requirement: To prevent the possibility of elevator flutter, accomplish the following:-

1. Install a speed limiting placard per Schempp-Hirth Technical Note 295-27 or 809-15.

2. Install mass balance, check elevator deflections, establish new weight and balance, amend maintenance manual and remove speed limiting placard per TN 295-27 or 809-15.
(LBA AD 1999-265 refers)

Compliance: 1. Install placard before next flight.
2. By 31 December 1999.

Effective Date: 5 August 1999

DCA/SH/27 Service Life - Inspection

Applicability: All Ventus-cT and Ventus-cM gliders.

Requirement: To extend service life to 12,000 hours TTIS accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 825-21. Any defects found must be rectified before further flight.
(LBA AD 1999-304 refers)

Compliance: Amend maintenance manual by 31 December 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 22 October 1999

DCA/SH/28 Flap Torsion Drive - Modification

Applicability: Ventus b and Ventus b/16.6 gliders, S/N 2 through to 136; and
Ventus bT gliders, S/N 1 through to 9.

Requirement: To prevent cracking around the weld between the flap drive lever and the torque tube, modify flap torsion drive per Schempp-Hirth TN 349-9 or 825-29 as applicable.
(LBA AD 2001-258 refers)

Compliance: By 30 August 2002, unless already accomplished.

Effective Date: 30 August 2001

DCA/SH/29 Landing Gear Bolt - Inspection

Applicability: Discus 2b gliders, S/N 1 through to 107, and

Ventus 2c gliders, S/N 1 through to 66, and

Ventus 2cT gliders, S/N 1 through to107, and

Ventus 2cM gliders, S/N 1 through to 107 and 109.

Requirement: To prevent damage to the undercarriage mechanism inspect per Schempp-Hirth TN 349-25, 360-17 or 825-27 as applicable.
(LBA AD 2001-259 refers)

Compliance: By 30 August 2002

Effective Date: 30 August 2001

DCA/SH/30 Elevator Mass Balance - Modification

Applicability: Discus 2a and Discus 2b gliders, S/N 13 through to 22, 24, 27, 28, 30 through to 48, 50, 51 53 through to 55, 57 through to 63, 65, 67, 71 through to 79, 81 and 82, that have not embodied TN 360-16.

Requirement: To prevent the possible onset of flutter in the elevator, modify the elevator control system in accordance with TN 360-19.
(LBA AD 2003-048 refers)

Compliance: At next scheduled annual inspection or by 30 June 2003, whichever is latest.

Effective Date: 27 February 2003

DCA/SH/31 Wing Spar - Inspection

Applicability: Duo Discus, gliders, S/N 165 through to 389 and Duo Discus T gliders, S/N 1 through to 78.

Requirement: To detect failure of the bond between the spar cap and spar web, which could lead to inflight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-8.
(LBA AD 2003-246/2 and 2003-245/2 refer)

Compliance: Before further flight.

Effective Date: 8 August 2003

DCA/SH/32B Wing Structure – Inspection

Applicability: Discus CS gliders, S/N 001CS through to 308CS, and

Discus b gliders, S/N 551 through to 554, 568, 569, 571 through to 573, 575 and 577, and that have not been inspected and repaired, per Schempp-Hirth Mandatory Bulletin DCS/6a.

Requirement: To prevent failure of the wing structure, inspect the bonding between the upper spar cap and the spar web, per Schempp-Hirth TN 360-21 and 863-9. If defects to the upper spar cap and the spar web bonding are found, repair per TN 360-21 and 863-9.
(LBA AD 2003-266/2 refers)

Note: Aircraft that have been inspected and repaired per Schempp-Hirth Mandatory Bulletin No. DCS/6a, is a terminating action to this AD.

Compliance: Before further flight.

Effective Date: DCA/SH/32 – 12 September 2003
DCA/SH/32A – 9 October 2003
DCA/SH/32B – 30 June 2005

DCA/SH/33 Nimbus Service Life - Inspection

Applicability: All Nimbus 3DT gliders.

Requirement: To extend the service life to 12000 hours, accomplish the following:

Amend the maintenance manual and implement inspection program per Schempp-Hirth TN 847-8.

(LBA 2002-357 refers)

Compliance: Amend manual by 31 December 2003. Initiate inspection by 6000 hours TTIS until a maximum of 12000 hours TTIS.

Effective Date: 25 September 2003

DCA/SH/34 Elevator Mass Balance – Inspection

Applicability: Ventus 2a & Ventus 2b gliders, S/N 1,2,31,32,48,54, 71,117,124 through to 151 & 153, and all S/Ns that have incorporated SB 349-42 or 349-27 and are fitted with new tail unit.

Discus 2a & Discus 2b, S/N 1 through to 185 and 187 though to 189.

Requirement: To prevent failure of the elevator mass balance weight, which may liberate pieces of lead and restrict the movement of the elevator, accomplish the following:

1. Inspect the elevator mass balances for security per Schempp-Hirth TN 349-28, 360-20 or 863-8 as applicable to glider type.

2. Remove elevator and modify attachment of mass balance per applicable TN. Re-install elevator and check for full and free movement, and correct deflections. (LBA AD 2003-280 refers)

Compliance: 1. Before next flight unless already accomplished.
2. Before further flight if loose balance weight detected, or by 31 January 2004 whichever occurs first.

Effective Date: 30 October 2003

DCA/SH/35 Duo Discus Wing Spar - Inspection

Applicability: Duo Discus gliders, S/N 1 through to 164.

Requirement: To detect failure of the bond between the spar cap and web, which could lead to in-flight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-9.
(AD D-2004-084 refers)

Compliance: Before 28 May 2004.

Effective Date: 25 March 2004

DCA/SH/36A Elevator Control System – Inspection

Note: This AD supersedes DCA/SH/36 to revise the LBA AD reference with no change to the AD requirement.

Applicability: Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307.
Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14.
Janus CM gliders, S/N 1 through to 37.
Janus CT gliders, S/N 1 through to 22.
Nimbus-3DT gliders, S/N 1 through to 63.
Nimbus-3DM gliders, S/N 1 through to 27.

Requirement: To prevent elevator control failure, accomplish the following:

1. Inspect the stick control attachments in the front and aft seat for cracks and damage per Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 all dated 27 September 2004 as applicable.

2. Modify the outer attachments of the stick control in the front and aft seat per TN No. 295-30 / 373-9 / 809-16 / 847-9 as applicable.
(LBA AD D-2004-495R1 refers)

Compliance: 1. Before further flight unless previously accomplished.
2. At the next annual inspection unless previously accomplished.

Effective Date: DCA/SH/36 - 24 February 2005
DCA/SH/36A - 25 March 2010

DCA/SH/37 Horizontal Stabilizer – Inspection

Applicability: Ventus 2c gliders, S/N 1 to 51.
Ventus 2cT gliders, S/N 1 to 49.
Ventus 2cM gliders, S/N 1 to 73.

Requirement: Inspect the horizontal stabilizer on the upper side of the leading edge, per Schempp-Hirth TN 349-29/825-34 and modify if necessary, per TN 349-29/825-34.
(LBA AD D-2005-136 refers)

Compliance: At next scheduled annual inspection or by 31 December 2005, whichever occurs first.

Effective Date: 26 May 2005

DCA/SH/38 Flap Drive Mechanism - Modification

Applicability: Nimbus-2C gliders, S/Ns 166, 177 through to 181 and 185 through to 236, and
All Mini Nimbus-HS7, Nimbus B and Mini Nimbus C gliders.

Requirement: To prevent failure in the flap actuating circuit which could result in reduced controllability of the aircraft, modify the flap drive per Schempp-Hirth Technical Note (TN) No. 286-35 / No. 328-13 and drawing no. 10.065/3 for Nimbus-2C aircraft and drawing no. HS7 - 10.083/1 for Mini Nimbus HS7, Mini Nimbus B and Mini Nimbus C aircraft.
(LBA AD D-2005-239 refers)

Compliance: Within the next 100 hours TIS or by 31 December 2005, whichever is the sooner.

Effective Date: 29 September 2005

DCA/SH/39 Control Support Bearing – Inspection

Applicability: Ventus a gliders, all S/N.
Ventus b and bT gliders, all S/N.
Ventus c, cT and cM gliders, all S/N.

Requirement: To prevent separation of the control attachment bearing from the fuselage shell, which may lead to loss of control, accomplish the following:

1. Inspect the control attachment bearing support structure per part 1 Schempp-Hirth TN 349-30 /825-35.

2. Modify bearing support structure by reinforcing with extra glass-fiber laminations per part 2 of TN 349-30 /825-35.
(LBA AD D-2005-375 refers)

Compliance:
1. Before further flight, unless already accomplished.
2. Within 100 hours TIS.

Effective Date: 27 October 2005

DCA/SH/40 Engine Mounting Structure – Inspection

Applicability: Ventus-2cT gliders, S/N 1 through to 179.
Discus-2T gliders, S/N 1 through to 40.
Discus-2cT gliders, S/N 1 through to 30.

Requirement: To detect cracks in the engine mounting structure and prevent structural failure, accomplish the following:

1. Inspect the engine mounting structure, per Schempp-Hirth Technical Note (TN) 825-38 for Ventus-2cT aircraft, or Schempp-Hirth Technical Note (TN) 863-13 for Discus-2T and Discus-2cT aircraft. If cracked, replace the engine mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft, before further flight.

2. Install spacers between the engine rubber mounts and the mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft.
(EASA AD 2006-0227-E refers)

Compliance: 1. Before first flight of the day.
2. Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner.

Effective Date: 2 August 2006

DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection

Applicability: Ventus 2cM powered gliders, S/N 200 through to 225.

Requirement: To prevent failure of the engine extension/retraction mechanism due to possible loosening of the fuselage attachment bolts which could result in structural damage and loss of aircraft control, accomplish the following:

1. For aircraft S/N 200 through to 219:

Inspect the front attachment of the engine extension/retraction mechanism per Schempp-Hirth Technical Note 825-47 dated 19 December 2008 or later approved revisions.

If the attachment is found loose, replace the bolts per TN 825-47 before further flight.

2. For aircraft 220 through to 225:

Replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47.

Note: Accomplish the requirements of this AD in accordance with Schempp-Hirth Technical Note No. 825-47 dated 19 December 2008 or later approved revisions.

(EASA AD 2009-0034 refers)

Compliance: 1. Before the next engine operation and by 26 March 2009 replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47 unless already accomplished.

2. Before the next engine operation or by 26 March 2009 whichever is the sooner.

Effective Date: 26 February 2009

DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection

Applicability: Janus C gliders, S/N 87 through to 252, and 254 through to 267 fitted with an enlarged fin/rudder assembly per Technical Note (TN) No.295-25 dated 28 June 1994 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Model Janus CT powered gliders, S/N 1 through to 6 fitted with an enlarged fin/rudder assembly per Modification Bulletin (MB) No.809-18 dated 08 April 1992 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Note 1: This AD is not applicable to aircraft fitted with with the original smaller fin/rudder unit assembly.

Requirement: To prevent dynamic imbalance of the elevator and rudder due to possible incorrect mass balance weights which could result in flutter during high speed flight, accomplish the following:

1. Amend the aircraft maintenance manual per Schempp-Hirth Technical Notes No. 809-18 at original issue dated 27 October 2008 or later approved revisions for Janus CT aircraft, and Schempp-Hirth Technical Notes No. 295-32 at original issue dated 27 October 2008 or later approved revisions for Janus C aircraft.
2. Inspect the balance weights of the elevator and rudder surfaces and the hinge moments per TN No.809-18 or TN No.295-32 as applicable.

Note 2: An inspection of the aircraft logbooks is acceptable to satisfy the requirements of this AD if the rudder and elevator balancing weights and hinge moments can be determined to be correct from that review.
(EASA AD 2009-0054 refers)

Compliance:
1. By 6 April 2009.
2. By 26 April 2009.

Effective Date: 26 March 2009

DCA/SH/43 Starter Ring Gears – Inspection

Applicability: Ventus-2cM gliders, S/N all through to 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

Nimbus-4DM gliders, S/N all through to 56 fitted with engine a Solo 2625-02 engine with no slip clutch and starter ring gear with lightening holes.

Nimbus-4M gliders, S/N all through to 17 fitted with a Solo 2625-02 engine with no slip clutch and a starter ring gear with lightening holes.

Requirement: To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

Inspect the starter ring gear per paragraph “Action 1” of Schempp-Hirth Technical Note (TN) No. 825-49 / 868-20.

If no cracks are found repeat the starter ring gear inspection per paragraph “Action 1” of TN No. 825-49 / 868-20 at every daily inspection and amend the AFM with the updated pages per paragraph “Action 1” of TN No. 825-49 / 868-20.

If any cracks are found on the starter ring gear, replace with a new starter ring gear without lightening holes per paragraph “Action 2” in TN No. 825-49 / 868-20, and remove the updated pages in the AFM pages if they were introduced by “Action 1” of TN No. 825-49 / 868-20.

Note 1: The daily inspection may be accomplished by amending of the AFM with the updated pages per paragraph “ACTION 1” of TN No. 825-49 / 868-20 and adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The installation of a new starter ring gear without lightening holes per paragraph "Action 2" of TN No. 825-49 / 868-20 is a terminating action to the daily repetitive inspection requirement of this AD.

Note 3: Schempp-Hirth TN No. 825-49 / 868-20 dated 8 February 2010 and later EASA approved revisions is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0039-E refers)

Compliance: Before further flight and thereafter at every daily inspection until the installation of a new starter ring gear without lightening holes.

Effective Date: 15 March 2010

DCA/SH/44 Life Limit – Extension and Supplemental Maintenance

Applicability: Nimbus-3D gliders, all S/N

Requirement: Results of fatigue tests carried out on wing spar sections have demonstrated that the life limit of GFRP/CFRP gliders may be extended to 12000 hours TTIS subject to a supplemental inspection programme. To extend the life limit of affected gliders, accomplish the following:

1. Amend the aircraft Maintenance Manual and introduce the supplements per Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
2. Inspect the aircraft per a manufacturer approved inspection programme and TN No. 373-8.

Note: The actions of this AD must be accomplished per the instructions in Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
(LBA AD 2000-075 refers)

Compliance: 1. At 6000 hours TTIS or at the next annual inspection whichever occurs sooner, unless previously accomplished.
2. At the limits specified in the amended aircraft maintenance manual per requirement 1 of this AD.

Effective Date: 25 March 2010

DCA/SH/45 Engine Pylon – Inspection

Applicability: Ventus cT powered gliders, all S/N, and

Ventus-2cT powered gliders, S/N 1 through to 183, and

Discus bT powered gliders, all S/N, and

Discus-2T powered gliders, S/N 1 through to 40, and

Discus-2cT powered gliders, S/N 1 through to 35, and

Not fitted with a new modified engine pylon P/N M03RT841.

Requirement: To prevent engine pylon failure due to possible cracks in the pylon which could result in aircraft damage, accomplish the following:

AFM Amendment: Replace the daily inspection pages in the AFM per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 825-51 original issue or revision 1 for Ventus cT and Ventus-2cT gliders, or per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 863-20 P original issue or revision 1 for Discus bT, Discus-2cT and Discus-2T gliders, or later approved revision of these documents. Advise the aircraft pilot of the AFM amendment and the daily pylon inspection requirement introduced by this AD.

Pylon Replacement: If any damage or cracks are found in the engine pylon during the daily inspection, replace the engine pylon before further flight with pylon P/N M03RT841 per the instructions in SCHEMPP-HIRTH TN 825-39 for Ventus-2cT gliders, per the instructions in TN 825-52 for Ventus cT gliders, per the instructions in TN 863-14 for Discus-2T and Discus-2cT gliders, and per the instructions in TN 863-21 for Discus bT gliders or later approved revision of these documents.
(EASA AD 2011-0146 refers)

Compliance: Amend the AFM by 31 September 2011 unless previously accomplished, and thereafter inspect the engine pylon per the requirements introduced in the AFM until the pylon is replaced with P/N M03RT841.

Effective Date: 31 August 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at 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.

2013-0012 Cancelled – EASA AD 2013-0054 refers

Effective Date: 19 March 2013

2013-0054 AFM and Maintenance Manual - Amendment

Applicability: Nimbus-4DT powered gliders, S/N 10 through to 15.
Duo Discus T powered gliders, S/N 1 through to 240.
Arcus T powered gliders, S/N 1, and S/N 3 through to 30.

Effective Date: 19 March 2013

2014-0042 Airbrake – Modification

Applicability: Arcus T powered gliders, S/N 1 through to 40.

Effective Date: 7 March 2014

2015-0139R1 Air Brake Bellcrank – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 639.
Duo Discus C gliders, all S/N.
Duo Discus T powered gliders, S/N 1 through to 110, and S/N 112 through to 247.
Nimbus-4D gliders, S/N 1 through to 15.
Nimbus-4DT powered gliders, S/N 1 through to 16.
Nimbus 4DM powered gliders, S/N 1 through to 12, and S/N 14 through to 75.

Effective Date: 24 July 2015

2015-0140 (Correction) Air Brake Bellcrank – Inspection

Applicability: Arcus gliders, S/N 1 through to 9.
Arcus T powered gliders, S/N 1 through to 12, and S/N 15 through to 31.
Arcus M powered gliders, S/N 1 through to 46.

Effective Date: EASA AD 2015-0140 - 29 July 2015
EASA AD 2015-0140 (Correction dated 16 July 2015) - 29 July 2015

2016-0027R1 Air Brakes – Inspection

Applicability: Discus-2a, Discus-2b, Discus-2c gliders, and
Ventus-2a, Ventus-2b and Ventus-2c gliders, and
Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered gliders.

Affected glider S/Ns are listed in Schempp-Hirth Flugzeugbau GmbH Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

Effective Date: EASA AD 2016-0027 - 23 February 2016
EASA AD 2016-0027R1 - 2 March 2016

2019-0079 Air Brake Control – Inspection

Applicability: Ventus c, Ventus cT and Ventus cM gliders, all S/N.

Effective Date: 18 April 2019

2020-0063 Flaperon Control – Inspection

Applicability: Ventus-2a, Ventus-2b and Ventus-2c gliders, all S/N.

Ventus-2cM and Ventus-2cT powered gliders, all S/N.

Effective Date: 1 April 2020

2020-0233 Airbrake End Stops / Bushings – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 541 inclusive, except S/N 534, and

Duo Discus C gliders, all S/N, and

Duo Discus T gliders, S/N 1 through to 174.

Effective Date: 10 November 2020

2020-0260 Elevator Connection – Inspection

Applicability: Janus, Mini-Nimbus HS 7, Nimbus-2, Standard Cirrus, Standard Cirrus B and Standard Cirrus CS 11-75L gliders, all S/N; and

Nimbus-2M powered gliders, all S/N as identified in Schempp-Hirth TN 278-40, 286-36, 295-33, 328-14, 798-4 (single document) dated 07 August 2020, or later approved revision.

Effective Date: 17 December 2020

2022-0076 AFM – Amendment

Applicability: Arcus M and Arcus (powered) gliders, all S/N, and

Ventus-3M powered gliders, S/N V3 001 MP to V3 087 MP inclusive, S/N V3 089 MP to V3 100 MP inclusive, S/N V3 102 MP to V3 113 MP inclusive and S/N V3 115 MP to V3 125 MP inclusive.

Effective Date: 26 May 2022

2022-0138 Airbrake System – Inspection

Applicability: Duo Discus and Duo Discus C gliders, all S/N; and

Duo Discus T powered gliders, all S/N.

Effective Date: 28 July 2022

2022-0229 Airbrake Control – Inspection

Applicability: Ventus-2a and Ventus-2b gliders, all S/N.

Effective Date: 22 December 2022

2022-0242-E Horizontal Tail Elevator U-Bracket – Inspection

Applicability: Arcus, Duo Discus, Duo Discus C, Nimbus-4 and Nimbus-4D gliders, all S/N; and

Arcus M, Arcus T, Duo Discus T, Nimbus-4M, Nimbus-4T, Nimbus-4DM and Nimbus-4DT powered gliders, all S/N.

Effective Date: 9 December 2022

2017-0167-E Front Electric Sustainer Battery Pack – Modification

Applicability: Discus-2c FES gliders, all S/N.

Effective Date: 25 May 2023

2023-0116 Electrical Landing Gear Control – Inspection

Applicability: Arcus M powered gliders, S/N 215 through to 269 inclusive.
Arcus T powered gliders, S/N 89 through to 106 inclusive.

Effective Date: 14 June 2023

*** 2024-0059 Canopy Locking Mechanism – Modification**

Applicability: Nimbus-4D gliders, S/N 1 to 11 (inclusive);
Duo Discus gliders, S/N 1 to 422 (inclusive);
Nimbus-4DT powered gliders, S/N 1 to 12 (inclusive);
Nimbus-4DM powered gliders, S/N 1 to 58 (inclusive); and
DuoDiscus T powered gliders, S/N 1 to 96 (inclusive).

Effective Date: 28 March 2024