

Eurocopter AS 332 (Super Puma) Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/S-PUMA/10 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/S-PUMA/10
Amdt 2**

Tail Rotor Pitch Change Bearings

5/2001

Applicability: Model AS 332 helicopters versions C, C1, L, and L1 on which the tail rotor pitch change rod is fitted with a bearing part number 330A33.9903.20.

Requirement: Action in accordance with Eurocopter AS 332 Alert Service Bulletin No. 05.00.29 Revision 3.

Note: DGAC AD 1990-230-041(A) R4 refers.

Compliance: At intervals of 250 flight hours or 18 months, whichever occurs first.

This amendment becomes effective on 17 May 2001.

Background: The initial issue of this Directive was a one-time inspection in response to a reported bearing seizure.

Amendment 1 reflected subsequent reported seizures that resulted in the inspection becoming repetitive.

Amendment 2 is issued in response to the latest revision of the Requirement document which modifies the operational procedure and the bearing check procedure.

Amendment 1 of this Airworthiness Directive became effective on 31 June 1993.

The original issue of this Airworthiness Directive became effective on 31 December 1992.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

2 April 2001