

Eurocopter AS 332 (Super Puma) Series Helicopters

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/S-PUMA/27 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.

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**AD/S-PUMA/27  
Amdt 1**

**Main Rotor Head Blade Horn Eye Bolts**

**4/2000**

**Applicability:** Models AS 332 C, C1, L, and L1 helicopters; with eye bolts fitted to the blade horns, and whose eye bolt bearings were installed before 1 September 1997 and have been in service for less than 500 flying hours at the initial effective date of this airworthiness directive.

**Requirement:** Inspect in accordance with the Eurocopter AS 332 SB No 01-00-52.

*Note: DGAC AD 1997-174-063(A)R1 refers.*

**Compliance:** Unless already accomplished, within 50 hours time in service after 22 October 1997.

This Amendment becomes effective on 20 April 2000.

**Background:** A report was received of the deterioration of an eye bolt shaft bearing on the main rotor head blade horn which caused high amplitude vibrations in flight.

Amendment 1 revises the Requirement document and the DGAC AD reference only, no further work is required.

The original issue of this Airworthiness Directive became effective on 22 October 1997.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

3 March 2000