COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

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/28 Amdt 3 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.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/28 Engine to Main Gearbox Coupling 5/2002 Amdt 4

Applicability: All Eurocopter AS 332C, C1, L and L1 Super Puma helicopters.

Requirement: Action in accordance with Eurocopter AS332 Alert Service Bulletin (ASB) No.

63.00.58 Revision 4, paragraph 2B (1 to 8).

Note: DGAC 1999-257-074 (A)R5 refers.

Compliance: As detailed in the Requirement document.

This amendment becomes effective on 16 May 2002.

Background: This Directive was originally issued to address reports of engine to main gearbox

coupling failures. Coupling failure was identified as a cause of an AS332L1 accident

in the North Sea in September 1997.

This amendment reflects Revision 4 of Service Bulletin 63.00.58. The revision, in part, cancels the requirement to carry out a vibration check on aircraft incorporating mod 0726197 (TU215) and mod 0752318, the new splined coupling.

Amendment 3 was issued to cancel the 25 hour vibration level check for aircraft modified in accordance with MOD 0726070 or 0726075 (Turbomeca Mod TU 203 refers).

Amendment 2 was issued to further limits the inspection to certain coupling shafts and redefines the compliance requirements.

Amendment 1 refined the original issue directive and stated steady state inspection requirements for the engine to main gearbox coupling.

Amendment 3 of this Airworthiness Directive became effective on 13 July 2000.

Amendment 2 of this Airworthiness Directive became effective on 7 October 1999.

COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/28 Amdt 4 (Continued)

The original issue of this Directive became effective on 10 October 1997.

Eugene Paul Holzapfel

Delegate of the Civil Aviation Safety Authority

26 March 2002

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