

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/30 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.

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**AD/S-PUMA/30  
Amdt 2**

**Tail Rotor Gearbox (TGB)  
Angular Play Check**

**9/2001**

**Applicability:** All Eurocopter AS 332 versions C, C1, L, and L1 helicopters fitted with TGB Part Number (P/N) 332A33-0001, all dash numbers.

- Requirement:**
1. Check the angular play of the TGB in accordance with the instructions contained in paragraph 2B of Eurocopter AS332 Alert Service Bulletin No. 05.00.44, Revision 1.
  2. **If** the play measurement found during compliance with Requirement 1 of this Directive is greater than 0.44mm and less than 0.75mm, comply with the instructions of paragraph 2B(2) or paragraph 2B(3) of ASB No. 05.00.44, Revision 1.
  3. **If** the play measurement found during compliance with Requirement 1 of this Directive is equal to or greater than 0.75mm, remove and replace the TGB as per MET work card No. 64.20.00.401.

*Note: DGAC AD 1997-322-067 (A) R2 dated 21 February 2001 refers.*

**Compliance:** 1. (a) For TGBs that have been in service for more than 495 hours since new, or since last overhaul:

Unless previously accomplished, within 25 hours time in service (TIS) of the effective date of this Directive (original issue) and thereafter at intervals of no more than 520 flying hours.

(b) For TGBs that have been in service for less than 495 hours since new or since last overhaul:

At 520 flying hours since new or last overhaul and thereafter at intervals of no more than 520 flying hours.

(d) For spare gearboxes that have operated more than 495 flight hours since new or last overhaul:

At or prior to installation on an aircraft and thereafter at intervals of no more than 520 flying hours following installation.

2. At 100 flying hour intervals.
3. Prior to further flight.

This Amendment becomes effective on 6 September 2001.

**Background:** The measures in this Directive resulted from investigation into an accident involving a SA330, which lost drive to the tail rotor due to worn splines on the bevel wheel and on the tail rotor drive shaft.

This Amendment updates the reference SB revision status, revises the wear limits and compliance intervals.

Amendment 1 clarified the applicability and compliance requirements.

Amendment 1 of this Airworthiness Directive became effective on 20 May 1999.

The original issue of this Airworthiness Directive became effective on 6 November 1997.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

26 July 2001