

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/35 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/35  
Amdt 2**

**Horizontal Stabiliser Spar Tube**

**9/2000**

**Applicability:** AS 332 helicopters, versions C, C1, L, and L1 equipped with spar tubes, part numbers 330A13-2024-01/02/03/04 installed on metal stabilisers, part numbers:

- a. 332A13-1000-000-00/-01/-02/-03; and
- b. 332A13-1040-00/-01.

**Requirement:** Action in accordance with Eurocopter AS332 SB 01.00.57 R2.

*Note: DGAC AD 1999-039-073(A) R2 refers.*

**Compliance:** As specified in the Requirement document, except that the "Compliance" paragraphs 1.b), and 2.b) will be with respect to effective date of the initial issue of this Directive.

This Amendment becomes effective on 7 September 2000.

**Background:** The DGAC received a report of an in-flight loss of a horizontal stabiliser due to spar tube failure. As a consequence, checks are required for corrosion at the laminate bush, a hardness test of the spar tube, and for scratches on the spar tube.

Amendment 1 is issued following the loss of another stabiliser after spar failure; and also clarifies the Applicability.

Amendment 2 excludes certain spar tubes and stabilisers inspected prior to delivery.

Amendment 1 of this Airworthiness Directive became effective on 23 March 2000.

The initial issue of this Airworthiness Directive became effective on 20 May 1999.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority  
21 July 2000