

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 issues the following Airworthiness Directive (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 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/36**

**Tail Rotor Blades**

**3/2000  
DM**

Applicability: AS 332 models C, C1, L, and L1, with the following tail rotor blade installed; P/N:

- a. 332A-12-0010 all dash numbers,
- b. 332A-12-0020 all dash numbers,
- c. 332A-12-0030 all dash numbers,
- d. 332A-12-0035 all dash numbers, and
- e. 332A-12-0045 all dash numbers.

Requirement: Remove these tail rotor blades from service.

*Note: DGAC AD 2000-003-075(A) refers.*

Compliance: Before 31 March 2000.

This Airworthiness Directive becomes effective on 27 January 2000.

Background: The subject tail rotor blades do not have as great an impact or lightning strike resistance as the later part number blades, and following an accident involving the subject blades the country of manufacture airworthiness authority has withdrawn airworthiness approval of the blades.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

18 January 2000