

Eurocopter AS 332 (Super Puma) Series Helicopters

**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/38 Amdt 2 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.

**AD/S-PUMA/38  
Amdt 3**

**Main Frame 5295**

**13/2001**

Applicability: Model AS 332 L2 helicopters.

*Note 1: The DGAC issued AD 2000-462-076(A) R4, which cancelled the previous issues of the Directive in response to the final result of calculations and tests performed by Eurocopter, which have shown that occurrence of cracks in the affected area is highly improbable for AS332C, C1, L, and L1 helicopters; and these helicopters have been removed from applicability as a consequence.*

Requirement: Visually inspect both sides of main frame 5295 for cracks in accordance with Eurocopter Alert Telex No. 53.01.28 R4 paragraph 2.

*Note 2: DGAC AD 2000-463-016 R4 refers.*

- Compliance:
1. For aircraft that have logged more than 5,000 hours total time in service:
    - a. Within 50 hours time in service after 6 December 2000, unless already accomplished; then a second inspection within 200 hours time in service after the initial inspection is accomplished.
    - b. Carry out a third inspection within 250 hours time in service after the second inspection is accomplished.
    - c. Thereafter carry out routine inspections at intervals not to exceed 200 hours time in service following the third inspection.
  2. For aircraft that have logged less than 5,000 hours total time in service:
    - a. Within 50 hours time in service after logging 5,000 hours total time in service; then a second inspection within 200 hours time in service after the initial inspection is accomplished.
    - b. Thereafter carry out routine inspections at intervals not to exceed 200 hours time in service following the second inspection.

The compliance inspection times remain unchanged by this issue.

This amendment becomes effective on 27 December 2001.

Background: The DGAC received a report of cracks found on the right-hand side in main frame 5295 of a Model AS 332 helicopter.

Amendment 1 defined a second inspection pending terminating action.

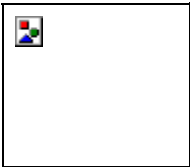
Amendment 2 required additional inspections including a repetitive inspection.

Amendment 3 is issued in response to a revision of the related DGAC AD which introduces Revision 4 of the Requirement document. This changes applicability, but, not the technical content.

Amendment 2 of this Airworthiness Directive became effective on 27 June 2001.

Amendment 1 of this Airworthiness Directive became effective on 17 May 2001.

The original issue of this Airworthiness Directive became effective on 6 December 2000.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

14 November 2001