

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/39 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/39  
Amdt 1**

**Pilot and Co-Pilot Cockpit Pedal Unit**

**13/2001  
DM**

**Applicability:** Model AS 332 C, C1, L, L1, and L2 helicopters equipped with pedal adjustment lever part number 332A27-2344-20 of the pilot's and co-pilot's cockpit pedal unit assemblies, and without Modification 0726179 incorporated (ASB 67.00.20).

**Requirement:**

1. Action in accordance with Eurocopter AS 332 Alert Service Bulletin 67.00.19.
2. Modify in accordance with Eurocopter AS 332 Alert Service Bulletin 67.00.20.

*Note: DGAC AD 2000-486-077(A) R1 and AD 2000-487-017(A) R1 refer.*

**Compliance:**

1. As specified in the Requirement document, with a revised effective date of 14 November 2001. In some cases, the requirement document requires a dye penetrant inspection of the pedal adjustment lever within 50 flight hours after the effective date. It also requires in all cases repeat inspections, at intervals not to exceed 1,500 flight hours, until compliance with Requirement 2.
2. Before 1 June 2002.

This amendment becomes effective on 14 November 2001.

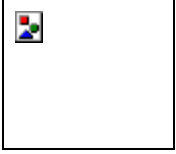
**Background:** The DGAC received reports of several cases of failure of the adjustment lever of the pedal unit assemblies, which might lead, on the ground, to temporary loss of access to the brake pedals during aircraft taxiing, or in flight, to difficulties in yaw control of the aircraft.

Amendment 1 is issued in response to revisions of the related DGAC Directives, which introduce new alert service bulletins that cancel the borescope inspection method, introduce dye penetrant inspections, and require incorporation of a terminating modification.

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

The original issue of this Airworthiness Directive became effective on 10 January 2001.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

7 November 2001