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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/45 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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### **Eurocopter AS 332 (Super Puma) Series Helicopters**

**AD/S-PUMA/45  
Amdt 1**

**Main Rotor Blades - Vibration Absorbers**

**1/2003  
TX**

Applicability: Model AS 332 L2 helicopters.

- Requirement:
1. For helicopters equipped with one or several main rotor blade vibration absorbers P/N 332A11-0460-02 that have logged more than 700 flight hours since new:
    - i. On shafts that have not undergone a magnetic particle inspection within the last 200 flight hours, remove the vibration absorbers and check the tightening torque loads of the plugs and the condition of the shaft in accordance with the instructions described in paragraph 2.B.1 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60.
    - ii. On vibration absorber assemblies that have undergone a magnetic particle inspection within the last 200 flight hours, accomplish the inspection as described in paragraph 2.B.1 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60.
  2. For helicopters equipped with one or several main rotor blade vibration absorbers P/N 332A11-0460-02 that have logged less than 700 flight hours since new, comply with the instructions described in paragraph 2.B.1 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60.

Following compliance with parts 1 or 2 above:

- If the fretting on the shaft is not removed after touching up, or a crack is found in the shaft, scrap the shaft and the spacer on the leading edge side.
3. Check the tightening torque of the two plugs in accordance with the instructions described in paragraph 2.B.2 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60.
4. Lubricate the vibration absorbers in accordance with the instructions described in paragraph 2.B.3 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60.

For vibration absorbers that were lubricated more than 100 hours or more than three months ago, comply with paragraph 2.B.3 of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.60 no later than the next check after the last flight of the day.

## Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/45 Amdt 1 (continued)

*Note 1: Compliance with this amendment cancels the operational restrictions imposed by the original issue of this AD which became effective on 12<sup>th</sup> November 2002.*

*Note 2: DGAC AD T2002-582(A) refers.*

- Compliance:
- 1.i. Within 50 flight hours and before December 31, 2002 (whichever occurs first).
  - 1.ii. Within 250 flight hours following the magnetic particle inspection and before December 31, 2002 (whichever occurs first).
  2. No later than 750 flight hours (since new for the vibration absorber).
  3. Within 300 flight hours, then at maximum intervals of 300 flight hours, after compliance with paragraph 2.B.1 of EUROCOPTER AS 332 Alert Telex.
  4. Within 100 flight hours, then at maximum intervals of 100 flight hours (without exceeding 3 month intervals between inspections).

This Amendment becomes effective on the 26 November 2002.

Background: This Airworthiness Directive is issued after a helicopter lost a pendulous weight following the failure of the shaft that supports the pendulous flyweight assemblies on the main rotor vibration absorbers.

Loss of one or more weights will cause very high vibration in the rotor system and may cause rotor system damage.

This amendment specifies various inspections that need to be carried out on the vibration absorber assembly. The original issue of this AD only required an operational limitation as an interim measure, pending the issue of this amendment. Compliance with this amendment removes the operational limitation imposed by the original issue of this AD.

The original issue of this Airworthiness Directive became effective on 12 November 2002.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

25 November 2002