
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/S-PUMA/58 and issues the following AD under subregulation 39.001(1) of CASR 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.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/58
Amdt 1

Swashplate Bearing Attaching Screws

11/2005
TX

Applicability: Eurocopter AS 332 L2 helicopters.

- Requirement:
1. Perform a visual or tactile check in order to make sure that all screw heads are in place in accordance with paragraph 2.B. of Eurocopter Alert Telex (AT) 62.00.66 R1 or later DGAC approved revision.
 2. For main rotor mast assemblies held as spares that have logged more than 750 flying hours since new or overhaul, comply with the instructions detailed in paragraph 2.B of Eurocopter AT 62.00.66 R1 or later DGAC approved revision.
 3. If one or more than one screw heads are missing following the check detailed in paragraph 2.B. of Eurocopter Alert Telex (AT) 62.00.66 R1 or later DGAC approved revision, then:
 - (a) Where the main rotor mast is installed, remove the main rotor mast assembly from service.
 - (b) Where the main rotor mast is held as spares, do not install the main rotor mast assembly.

Note: DGAC AD F-2005-129 EASA approval No. 2005-6095 dated 13 July 2005 refers.

- Compliance:
1. For installed main rotor mast assemblies having logged less than 750 flying hours since new or last overhaul: At the latest at 770 flying hours, then at intervals not exceeding 100 flying hours.

For installed main rotor mast assembly having logged 750 flying hours or more since new or last overhaul; and

Was checked in compliance with AD/S-PUMA/58 original issue less than 80 flying hours ago: At the latest 100 flying hours following the last check, then at intervals not exceeding 100 flying hours; or

Was checked in compliance with AD/S-PUMA/58 original issue more than 80 flying hours ago: No later than within the next 20 flying hours after the effective date of this directive, then at intervals not exceeding 100 flying hours.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/58 Amdt 1 (continued)

2. Before installation in a helicopter.
3. Before further flight.

This Amendment becomes effective on 10 September 2005.

Background: The Directive is in response to the discovery of a case of broken screw heads of the swashplate bearing attaching screws. In time, these screw head losses could lead to a helicopter control loss.

This amendment incorporates the existing requirements of current Directive and introduces a periodic inspection of the swashplate bearing attaching screw heads integrity.

The original issue of this Directive became effective on 9 May 2005.



James Coyne
Delegate of the Civil Aviation Safety Authority

2 September 2005