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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 39.001(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.

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### Eurocopter AS 332 (Super Puma) Series Helicopters

**AD/S-PUMA/59**

**Ice and Rain Protection - Electrical  
Multi-Purpose Air Intakes**

**7/2005**

**Applicability:** AS 332 helicopter versions C, C1, L and L1 fitted with electrical multi-purpose air intakes (MPAIs) modified per Modifications 0725974 and 0725998 or in compliance with Eurocopter AS332 Service Bulletin (SB) No. 30.00.46 and fitted with pipes Part Numbers (P/N) 332A72-1893-00 (Left Hand side) and P/N 332A72-1893-01 (Right Hand side).

**Requirement:** **A: Helicopters equipped with MPAI blanking covers (corresponding to the Modification 332A0725885 or in compliance with Eurocopter AS 332 Service Bulletin (SB) No. 30.00.44).**

1. Check the bullet seal inflation per instructions described in Alert SB 30.00.52 original issue or later EASA / DGAC approved revisions.

**B: Helicopters NOT equipped with MPAI blanking covers (corresponding to Modification 332A0725885 or in compliance with Eurocopter AS332 SB No. 30.00.44).**

2. Add the following temporary prohibitions for flights in the icing conditions listed in Basic Flight Manual Section 2:
  - a) It is forbidden to fly into clouds or in fog at an observed OAT equal to or lower than plus 3° Celsius.
  - b) It is forbidden to fly in rain at an observed OAT within the following temperature range:
    - equal to or above minus 3° Celsius,
    - equal to or lower than plus 3° Celsius.
  - c) It is forbidden to fly in falling or recirculating snow at an observed OAT equal to or above minus 3° Celsius.
  - d) It is forbidden to take off after standing-by on ground or taxiing in falling snow at observed OAT equal to or above minus 3° Celsius.
3. Check the bullet seal inflation per instructions described in AS 332 Alert SB No. 30.00.52 original issue or later DGAC / EASA approved revisions.

## Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/59 (continued)

4. As a result of the bullet seal inflation check per Requirement 3, if the pressure read on the pressure gage is equal to or more than 3 bars (RH and LH sides), the pipes meet the requirements and no action is necessary before resuming flights.
5. As a result of the bullet seal inflation check per Requirement 3, if the pressure read on the pressure gage is less than 3 bars on one of the 2 sides, replace the pipe(s) that does (do) not meet the requirements, as per instructions of the Alert SB 30.00.52 original issue or later DGAC / EASA approved revisions.

*Note: French DGAC Airworthiness Directive (AD) F-2002-257-080 R1, approved under EASA reference number 2005-1916 dated 22 February 2005 refers.*

- Compliance:
1. On the next engine removal after the effective date of this AD but not later than 550 flight hours or 24 months after the effective date of this AD, whichever comes first.
  2. Within 10 days after the effective date of this AD but before performing any flight in the conditions defined above.
  3. On the next engines removal after the effective date of the AD but not later than 550 flight hours or 24 months after the effective date of this AD or before performing any flight in the conditions defined above, whichever comes first.
  4. No action required.
  5. Before further flight.

This Airworthiness Directive becomes effective on 7 July 2005.

Background: There have been reports of non-compliant P2 pipes, which might cause insufficient inflation of the bullet seal and lead to engine flame-out during flights in icing conditions.

The actions specified in this Airworthiness Directive address the risk associated with non-compliant pipes and resultant engine flame-outs.



James Coyne  
Delegate of the Civil Aviation Safety Authority

26 May 2005