
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/62 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/62 Landing Gear - Electro-Valve Power Supply 12/2006
Amdt 1**

Applicability: AS 332 C, C1, L and L1 helicopters, pre MOD 0723817:

- a. Without the helicopter wiring modified in accordance with either MOD 0725670 or Eurocopter AS 332 Service Bulletin (SB) 32.00.12 dated 28 April 1999 or later revision approved by the EASA, and/or
- b. Equipped with a 33G landing gear control unit Part Number (PN) 332A67-1623-00, 332A67-1623-06, 332A67-1623-0610 or 332A67-1623-0651, not modified per MOD 0725670 or 332P083218 or 332A088381 or per AS 332 SB 32.00.12 or later revision approved by the EASA.

- Requirement:
1. Modify the helicopter wiring and installed 33G landing gear control units in accordance with paragraph 2.B. of Eurocopter AS 332 Alert Service Bulletin (ASB) 32.00.18 or later revision approved by the EASA.
 2. Modify the helicopter wiring and installed 33G landing gear control units, PN 332A67-1623-0610, in accordance with paragraph 2.B. of AS 332 ASB 32.00.18 or later revision approved by the EASA and then check these modifications by carrying out functional tests, in compliance with the instructions specified in paragraph 2.B. of the referenced ASB.
 3. Repeat the functional tests to check the modifications, in compliance with the instructions specified in paragraph 2.B.3. of AS 332 ASB 32.00.18 or later revision approved by the EASA for helicopters that have already been modified in compliance with AD/S-PUMA/62 and AS 332 ASB 32.00.18 Revision 0.
 4. Modify the 33G landing gear control units, held as spares, in accordance with paragraph 2.B.5. ASB 32.00.18 or later revision approved by the EASA.

Note: EASA AD 2006-0152 refers.

Compliance: Requirement 1: Prior to 31 December 2005.

Requirement 2: Prior to 23 February 2007.

Requirement 3: Prior to 23 February 2007.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/62 Amdt 1 (continued)

Requirement 4: Before installation on a helicopter.

Compliance time for Requirement 1 remains unchanged from the original issue of this AD.

This Amendment becomes effective on 23 November 2006.

Background: The Direction Générale de l'Aviation Civile of France has received reports of electro-valve power supply disruptions which have caused the landing gear to retract and the helicopter to drop resulting in damage to the forward section of the bottom structure.

This Directive requires the modification of the helicopter and landing gear control unit wiring to prevent landing gear retraction whilst the helicopter is on the ground.

This amendment extends the applicability of the AD to a new control unit and corrects the definition of the functional tests to be carried out.



James Coyne
Delegate of the Civil Aviation Safety Authority

29 September 2006