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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/65**

**Main Servo-Control Attachment Bolts**

**12/2006  
TX**

**Applicability:** EUROCOPTER AS 332 C, C1, L, L1 and L2 helicopters.

**Requirement:**

1. Check the torque and condition of the three bolts that attach the main servo-controls to the non-rotating swash-plate, in accordance with paragraph 2.B. of the EUROCOPTER Alert Service Bulletin (ASB) No. 67.00.36 or later DGAC approved revisions.
2. If there is a crack in the bolts or if the differential wear on the diameter of the bolts, between the areas defined in paragraph 2.B. of EUROCOPTER ASB No. 67.00.36 or later DGAC approved revisions, is more than 0.05 mm, scrap the bolts.
3. For any main rotor servo-control/non-rotating swash-plate attachment bolt having logged operating hours and held as spares, comply with the instructions given in paragraph 2.B.2. of EUROCOPTER ASB No. 67.00.36 or later DGAC approved revisions.

*Note: EASA AD 2006-0306-E dated 10 October 2006 refers.*

**Compliance:**

1. On attachment bolts having logged 500 operating hours or more, within 15 flying hours.
2. Before further flight after the effective date of this AD.
3. Before installation on a helicopter.

This Airworthiness Directive becomes effective on 17 October 2006.

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

AD/S-PUMA/65 (continued)

Background: This AD is issued following the failure of an attachment bolt securing the main rotor right hand servo-control to the non-rotating swash-plate. Failure of the servo-control/swash-plate attachment in flight will lead to a catastrophic situation.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne  
Delegate of the Civil Aviation Safety Authority

12 October 2006