
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/68 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/68
Amdt 1**

**Jettisonable Window Panel Seal
and Cabin Trimming**

10/2007

Applicability: Model AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, and AS 332 L2 helicopters, all serial numbers, delivered before 1 September 2006.

Requirement: Inspect cabin jettisonable window panels identified as “emergency exits” (EXIT marking around the window) in the area between the seal of the jettisonable window panel and the cabin trimming, in accordance with paragraph 2.B of Eurocopter AS 332 Alert Service Bulletin No. 25.01.80 Revision 1, or later EASA approved revision.

If the measured clearance is less than 5 mm, before further flight, rework the affected cabin jettisonable window panel and trimming to have a functional clearance all around the edge of the windows in accordance with paragraph 2.B of Eurocopter AS 332 Alert Service Bulletin No. 25.01.80 Revision 1, or later EASA approved revision.

Note: EASA Corrected AD 2006-0340 R1 refers.

Compliance: Unless the technical requirements of this Directive are already accomplished, within 375 flight hours after 27 September 2007.

This Amendment becomes effective on 27 September 2007.

Background: The EASA received a report of interference between the passenger cabin trimming and the seal of the jettisonable window panel. This seal includes a pull-out key which allows the removal of the seal and window release. A minimum functional clearance is necessary in order to access the key and remove the seal from the window. If this clearance does not exist, the jettisoning of the window panel could be jeopardised in the event of an emergency evacuation.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/68 Amdt 1 (continued)

Amendment 1 is issued in response to a revision of the related EASA AD, which limits the applicability of the required inspection and rework to those cabin jettisonable window panels identified as “emergency exits” only.



David Villiers
Delegate of the Civil Aviation Safety Authority

14 August 2007