
AIRWORTHINESS DIRECTIVE

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.

Eurocopter AS 332 (Super Puma) Series Helicopters**AD/S-PUMA/74****Outer Skin, Butt Strap & Frame 5295****4/2008****TX**

Applicability: Model AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all serial numbers, except helicopters which have been modified in accordance with MOD 0722907, and helicopter serial numbers 2078 and 2102.

Requirement:

1. Check visually for cracks on the outer skin and the butt strap in the sliding cowling right hand and left hand rail attachment areas on frame 5295, in accordance with paragraph 2.B.1 of Eurocopter AS 332 Alert Service Bulletin (ASB) No. 05.00.76 original issue, or later EASA approved revision.
2. If a crack is detected in the outer skin and/or the butt strap, before further flight, check further for cracks in frame 5295, in accordance with paragraph 2.B.2 of Eurocopter AS 332 ASB No. 05.00.76 original issue, or later EASA approved revision; and,
 - a. If no cracking is detected in frame 5295 in the area specified in the Requirement document, pending embodiment of an approved repair of the fuselage skin, repeat the frame 5295 inspection in accordance with paragraph 2.B.2 of Eurocopter AS 332 ASB No. 05.00.76 original issue, or later EASA approved revision, and following embodiment of that approved skin repair, resume the Requirement 1 inspection; or,
 - b. If there is cracking in frame 5295 in the area specified in the Requirement document, suspend further flights and contact Eurocopter Customer Service Technical Support.
3. Accomplish paragraph 2.B.3 of Eurocopter AS 332 ASB No. 05.00.76 original issue, or later EASA approved revision, corresponding to MOD 07.26478R2 which consists in cutting out the MGB sliding cowling rails locally.

Note: EASA Emergency AD 2008-0035-E refers.

Compliance: For Requirement 1:

Within 10 flight hours after 25 February 2008, on helicopters that have logged 8,800 or more flight hours, and thereafter at intervals not to exceed 10 flight hours if no cracking is detected; or,

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At the latest, upon accumulation of 8,810 flight hours on helicopters that have logged less than 8,800 flight hours, and thereafter at intervals not to exceed 10 flight hours if no cracking is detected.

For Requirement 2.a:

Repeat the inspection at intervals not to exceed 50 flight hours, and following embodiment of an approved skin repair, resume the Requirement 1 inspection at intervals not to exceed 10 flight hours.

For Requirement 3:

Within 300 flight hours or 6 months after 25 February 2008, whichever occurs first, on helicopters that have logged 8,800 or more flight hours; or,

Within 300 flight hours or 6 months, whichever occurs first after accumulating 8,800 flight hours, on helicopters that have logged 8,800 or more flight hours.

This Airworthiness Directive becomes effective on 25 February 2008.

Background: Cracking was discovered in fuselage frame 5295 on an AS 332 L helicopter. The helicopter was fitted with a frame 5295 comprising plates and angles assembled by riveting that corresponds to the original definition of that frame i.e. before embodiment of MOD 0722907. The crack in frame 5295 was detected subsequent to a daily check, during which the presence of cracks were detected in the outer skin and in the butt strap where the rail of the MGB sliding cowling is attached on frame 5295.



David Villiers
Delegate of the Civil Aviation Safety Authority

22 February 2008