

**BUREAU VERITAS**

# **AIRWORTHINESS DIRECTIVE**

released by Direction Générale de l'Aviation Civile

*Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of "Consigne de Navigabilité"  
Réf. : 88-097-034(B)R2  
In case of any difficulty, reference should  
be made to the French original issue.

## **AEROSPATIALE AS 332 SUPER PUMA Helicopters (All Versions)**

Counting Flight Cycles

Personalized Part Numbers - Service Life Limits

The present Airworthiness Directive is applicable to AEROSPATIALE SUPER PUMA HELICOPTERS AS 332 C, L and L1.

### **I - Helicopters used for Logging Operations, All Versions :**

With a view to improving the assembly and component follow-up conditions, the following measures have been rendered mandatory in the case of logging operations but without penalizing other operations :

- A) - From the effective date of the present Airworthiness Directive, an exact record of the number of cycles performed must be kept in accordance with the directives prescribed in AEROSPATIALE documents "Master Servicing Recommendations" (P.R.E.), Section 5.99, "Airworthiness Limitations", Revision 15 (AS 332 Versions L and L1) and Revision 17 (AS 332 Version C ) or subsequent approved revisions.

As prescribed in the documents referenced above, the part numbers of the assemblies and components listed therein must be personalized according to the aircraft version to which they are first assigned (332 C, L, L1) and any restrictions concerning their mixability must be observed.

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Date : 5/10/88

**AEROSPATIALE SUPER PUMA  
AS 332 (All Versions)**

Ref : 88-097-034(B)R2

B) For helicopters operated under conditions which give rise to numerous torque variations, according to the definition in "Master Servicing Recommendations" (P.R.E.), section 5.99, paragraph 1-2-2, page 3, the following assemblies and components cannot be fitted and must be changed in accordance with instructions given in AEROSPATIALE Service Bulletin Nr. 01-23, paragraph I C.

<b>Main Rotor Head</b>		
Rotor shaft	330A31-1222-05,06,08,09 330A31-1222-10,11,12,13	9400 cycles 9400 cycles
Main rotor shaft attach spacer	332A31-1003-20 332A31-1003-23	1550 Hours 1550 Hours
<b>Epicyclic Reduction Gear</b>		
Planet gear cage, 2nd stage	332A32-2130-22,23,28,29 332A32-2130-36,37 332A32-2133-20 332A32-2134-20	4000 cycles 10000 cycles 4000 cycles 8400 cycles
Planet gear cage, 1st stage, planet gear, 2nd stage, welded assembly	332A32-2140-10,14 332A32-2140-11,12	32000 cycles 32000 cycles
<b>Main Gearbox Support</b>		
Main gearbox flexible mounting plate.	330A38-0100-29,33	4000 cycles Service-life providing the rib-to-aircraft structure attachment areas are checked (to ensure there are no cracks) as per work card 63-30-00-601 every 10 flying hours from the time the mounting plate has logged 2000 cycles.

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C) For these same aircraft, the following reductions are applicable to service-life limits expressed in cycles :

<b>Engine-to-MGB Coupling</b> BENDIX coupling shaft	704A33-621-001,003,004,005	12000 cycles (P)
<b>Main Module</b> Torquemeter shaft	332A32-2186-00	49500 cycles
Reduction gear	332A32-2145-23,24	49500 cycles
<b>Epicyclic Reduction Gear</b> Planet gear cage, 1st stage planet gear, 2nd stage, welded assembly	332A32-2140-15,16,17,18 332A32-2141-00 332A32-2610-00	40000 cycles 33000 cycles 25000 cycles

**NOTE :** Any part or assembly which has exceeded its service-life limit at the effective date of this Directive must be replaced within the next 100 flying hours.

**II - Aircraft Used of Operations Other Than Logging :**

A) For AS 332 C aircraft, flexible mounting plate P/N 330A38.0100.29 or .33 :

- a) has its service-life reduced to 1000 hours ; any mounting plate which has logged more than 900 hours at the effective date of this Directive, must be removed from service within the next 100 flying hours.
- b) must be inspected before it has logged 500 flying hours, then at intervals of no more than 40 hours. Each inspection must be performed in accordance with the instructions given on work card 63-30-00-601.

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B) For all aircraft versions, the service-life limits of the following parts and assemblies have been reduced as indicated below :

Planet gear cage, 2nd stage	332A32-2130-22	2000 Hours
	23, 28, 29	
	332A32-2130-36, 37	5000 Hours
	332A32-2133-20	2000 Hours
	332A32-2134-20	4200 Hours

**NOTE :** Any part or assembly which has exceeded its service-life limit at the effective date of this Directive must be replaced within the next 400 flying hours.

cf. SB AEROSPATIALE AS 332 N° 01.23  
and subsequent approved revision

**THIS AIRWORTHINESS DIRECTIVE SUPERSEDES  
REVISION 1 of A.D. 88-097-034(B) dated September 21, 1988**

**EFFECTIVE DATE : OCTOBER 15, 1988**