

AIRWORTHINESS DIRECTIVE  
RELEASED BY THE DIRECTION GENERAL OF  
CIVIL AVIATION

The inspections or modifications described below are mandatory. Failure to comply with Airworthiness Directives entails suspension of the Certificate of Airworthiness (see decree regarding airworthiness requirements for civil aircraft).

Translation of 'Consigne de Navigabilité

Ref. : 77-201-14 (B)

in case of any difficulty, reference  
should be made to the French original text.

AEROSPATIALE HELICOPTERS : SA 315 B ALOUETTE III (LAMA)

Applicable to helicopters fitted with main gear boxes P/N 319A.62.00.000, all dash numbers :

- whether modified or not to AM 2146 (lubrication of splines)
- with modification AMS 2150 incorporated during operation (new shaft allowing lubrication of splines by oil circulation -see Service Bulletin LAMA No 65-25).

NOTE : new or overhauled main gear boxes with AMS 2150 incorporated are not concerned by the present Airworthiness Directive.

CHECKING FOR THE CONDITION OF SPLINED COUPLING ON MGB OIL PUMP DRIVE SHAFT

Following the discovery of several cases of excessive wear on the splined coupling of MGB oil pump drive shaft, and considering the possible consequences of a loss of the oil pump drive, the following measures have been rendered mandatory in the present Directive :

- I - In accordance with the instructions given SA 315 in LAMA Service Bulletin No 05-12 check for condition of the splined end (on the tail drive side of MGB) on oil pump drive shaft P/N 3160.62.06.011.
- II - On reassembly, coat the splines with AIR 4215 or AIR 4225 grease.

The check prescribed in paragraph 1 above is to be complied with at the following intervals :

1. MGB unmodified to AM 2146 (see equipment log card)

- a) On receipt of the above-mentioned Service Bulletin for MGBs having accumulated more than 100 operating hours or on reaching the first 100 operating hours at the latest,

then : b) Every 100 hours or 400 hours, in accordance with the criteria given in the table overleaf.

2. New or overhauled MGB modified to AM 2146

- a) On reaching 400 hours,

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then : b) Every 100 or 400 hours, in accordance with the criteria given in the table overleaf.

NOTE : new drive shaft P/N 3160S.62.06.011.1 does not require spline lubrication prior to installation.

The table below gives the necessary information to decide the action to be taken (removal of MGB or reduced inspection intervals), in consideration of the wear percentage of the working part of splines, in accordance with the instructions given S.V. SA 315 LAMA No 05-12, following the checks performed in compliance with par. I or II above.

M.G.B. P/N 319A.62.00.000 all dash numbers fitted with an hydraulic pump		Action to be taken
A.E. type 99 345 or SMM, type P 5220 (pressure : 105 bar)	SMM, type 700 and 720 or BRONZAVIA (pressure : 28 bar)	
Estimated wear expressed in %		
$\geq 50 \%$	$\geq 70 \%$	Comply with the directives of Service Bulletin No 05-13 : criteria for retaining the M.G.B. for further service or its removal for reconditioning in specialized workshop.
Between 30 and 50 %	Between 40 and 70 %	Checking for condition of splines every 100 operating hrs
$\leq 30 \%$	$\leq 40 \%$	Checking for condition of splines every 400 operating hours.

Ref. AEROSPATIALE SA 315 LAMA 05-12, Issue 2 or subsequent.

SUPERSEDES AIRWORTHINESS DIRECTIVE 77-54-13 (B) dated 13.4.77

DATE OF EFFECTIVITY : 30 NOVEMBRE 1977