

# **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. : 84-099-028(B)R1  
In case of any difficulty, reference should  
be made to the French original issue.

## **AEROSPATIALE ALOUETTE III SA 315 B LAMA Helicopters**

Main gear boxes P/N 319 A 62.00.000.1 to .4

(Serial Numbers higher than 2000)

A/ - Part one of the present Airworthiness Directive applies to MGB's P/N 319 A 62.00.000.1 to .4 with serial numbers higher than 2000 which have not been modified to AMS 2218 and are installed on AEROSPATIALE SA 315 B (LAMA) helicopters.

During overhaul traces of fretting corrosion and some cracks from corrosion spots have been discovered at the main bevel ring gear/vertical shaft assembly holes, the following measures have therefore been rendered mandatory from the effective date of part one of this Airworthiness Directive :

- When the M.G.B. is installed on an aircraft used for external load carrying missions, whose weight (aircraft + slung load) is greater than 1800 kg one of the following measures must be applied :
  - 1 - Either multiply by the MGB operating time logged during external load carrying missions by the coefficient 1.3. In this case, the MGB must be overhauled before the cumulative total of the increased + non increased operating time since the last overhaul reaches the TBO limit specified in the Master Servicing Recommendations (PRE).
  - 2 - Or when the MGB has logged 900 operating hours (from new or since the last overhaul) return it to the manufacture or to a repair shop approved by the manufacturer for an inspection not effecting TBO so that the condition of the main bevel ring gear and vertical shaft assembly can be checked.

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Date : Feb. 3, 88

**AEROSPATIALE ALOUETTE III SA 315B  
LAMA Helicopters**

REF. : 84-099-028(B)R1

**NOTA :** Should it not be possible to obtain the MGB operating time logged during external load carrying missions, apply the instructions given in NOTE 1 of paragraph B of this Directive in order to conduct the inspection not effecting TBO prescribed in paragraph 2 above.

**B/ -** Part two of the present Airworthiness Directive applies to MGB's P/N 319 A 62.20.000.1 to .4 with serial numbers higher than 2000 which have been modified to AMS 2218 but not to AMS 2239 and are installed on AEROSPATIALE SA 315B (LAMA) helicopters.

During overhaul cracks have been discovered at the bevel ring gear, the following measures have therefore been rendered mandatory from the effective date of part two of this Airworthiness Directive :

- When the MGB has logged 900 operating hours (from new or since the last overhaul) return it to the manufacturer or to a repair shop approved by the manufacturer for an inspection not affecting TBO so that the condition of the bevel ring gear/- flanged shaft - ring gear housing assembly can be checked.

**NOTE 1 :** Return the MGB to the manufacturer or to an approved repair shop for the inspection not effecting TBO within the following time limits :

- Within 50 operating hours after the effective date of this Directive for MGBs which have at this date logged 850 operating hours or more (from new or since the last overhaul).
- Before 900 operating hours have been logged (from new or since the last overhaul) MGBs which have been in service for less than 850 hours at the effective date of this Airworthiness Directive.

**NOTE 2 :** This Airworthiness Directive does not apply to MGBs which have been modified to AMS 2218 and 2239.  
(applicable to both A and B)

Ref. AEROSPATIALE LAMA Service Bulletins n° 01.20 and 05-25

CANCELS AND REPLACES A.D. 84-099-028(B)

EFFECTIVE DATES : JULY 11, 1984 for PART A  
FEBRUARY 13, 1988 for PART B