

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE 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.: 91-240-045(B)R3

In case of any difficulty, reference should be made to the French original issue.

## EUROCOPTER FRANCE

### AS 332 helicopters

Tail rotor drive shafts

The present Airworthiness Directive applies to AS 332 helicopters versions C, C1, L and L1 equipped with tail rotor drive shaft elements installed with a Type 2 intermediate gearbox (IGB) (See below : "Equipment Affected") or on which a Type 2 IGB has been replaced by a Type 1 IGB.

#### EQUIPMENT AFFECTED

- Tail rotor drive shaft elements N° 3 to 8 inclusive.
- Type 1 IGB - P/N : 332A35-0002-00, -02  
332A35-0005-00, -04, -08  
332A35-0011-01
- Type 2 IGB - P/N : 332A35-0002-01, -03  
332A35-0005-01, -02, -03, -05, -06, -07  
332A35-0010-00, -01, -02, -03  
332A35-0011-00

Further to the discovery of cracks in the center of tail rotor drive shaft elements, the following measures are rendered mandatory :

#### 1. Aircraft equipped with a Type 2 IGB

- 1.1 After the last flight of the day and at least every 10 flying hours, comply with the instructions given in paragraph 10-2 of work card N° 05.21.00.603.

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May 26, 1993

EUROCOPTER FRANCE  
AS 332 helicopters

91-240-045(B)R3

1.2 Every 50 flying hours, comply with the instructions given in paragraphs 1.C.(1) and 1.C.(2) of the referenced EUROCOPTER FRANCE AS 332 Service Bulletin N° 05-37.

1.3 Before the next flight after the effective date of revision 3 of the present Airworthiness Directive, install a placard bearing the following inscription on the instrument panel :

"MAXIMUM ROTOR SPEED EXCEPT IN AN EMERGENCY : 275 RPM"

1.4 If the main rotor speed indicated in paragraph 1.3 above is unintentionally exceeded, after the last flight of the day, then every 10 flying hours until 100 hours have been logged, comply with the instructions given in paragraphs 1.C.(1) and 1.C.(2) of the referenced Service Bulletin.

1.5 If the main rotor speed indicated in paragraph 1.3 above has been exceeded during the 100 flying hours prior to the effective date of revision 3 of the present Airworthiness Directive or if there is any doubt as to this speed having been exceeded, comply with the instructions given in paragraph 1.4 above after the last flight of the day following the effective date of revision 3 of the present Airworthiness Directive.

## 2. Aircraft on which a Type 2 IGB has been replaced with a Type 1 IGB

Every 50 hours until 500 flying hours have been logged, comply with the instructions given in paragraphs 1.C.(1) and 1.C.(2) of the referenced Service Bulletin.

## 3. Spares

Before installing a shaft which is held as a spare and which has already been installed on an aircraft, comply with the instructions given in paragraphs 1.C.(1) and 1.C.(2) of the referenced Service Bulletin.

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Ref : EUROCOPTER FRANCE AS 332 Service Bulletin No 05-37

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The present Revision 3 replaces AD 91-240-045(B)R2 dated July 22, 1992.

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### EFFECTIVE DATES :

Original AD and Rev.1 : ON RECEIPT OF THE TELEGRAPHIC AD  
DATED NOVEMBER 04, 1991

Revision 2 : ON RECEIPT OF THE TELEGRAPHIC AD  
DATED JULY 03, 1992

Revision 3 : ON RECEIPT