

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection 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' ref. : 2000-487-017(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 332 L2 helicopters

Pilot's And Copilot's Pedal Unit (ATA 67)

1. EFFECTIVITY

AS 332 helicopters, version L2 equipped with adjustment lever P/N 332A27.2344.20 of the pilot's and copilot's cockpit pedal unit assemblies that have not been modified per MOD 07 26179 (Alert Service Bulletin No. 67.00.20).

Caution: This Airworthiness Directive is intended for maintenance staff and crews.

2. REASONS

This Airworthiness Directive is issued following the detection of several cases of failure of the adjustment lever of the pedal unit assemblies, which might lead, on ground, to temporary loss of access to the brake pedals during aircraft taxiing, or, in flight, to difficulties in ensuring the yaw control of the aircraft.

Revision 1 of this Airworthiness Directive:

- covers the conversion of Service Telex No. 67.00.19 into Alert Service Bulletin (ASB) No. 67.00.19,
- cancels the possibility of checking the adjustment lever using borescope inspection and renders application of the dye penetrant inspection procedure mandatory within the next 50 flight hours,
- incorporates modification MOD 07 26179 that forms the subject of ASB No. 67.00.20 referenced in paragraph 1 above.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of the original issue of this Airworthiness Directive.

3.1. Adjustment levers that have logged 4450 flight hours or more than 4450 flight hours or if the number of flight hours logged is not known:

- 3.1.1. From the next flight onwards, no longer apply simultaneous loads with both feet to both pedals, in compliance with the instructions described in paragraph 2.B.1 of referenced EUROCOPTER AS 332 ASB No. 67.00.19.

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EUROCOPTER
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2000-487-017(A) R1

3.1.2. At the latest within the next 50 flight hours, check the adjustment lever for failure or cracks by performing a dye penetrant inspection in compliance with the instructions described in paragraphs 2.B.2 and 2.B.4 of the referenced ASB.

Repeat this inspection every 1500 flight hours.

3.2. Adjustment levers that have logged less than 4450 flight hours:

3.2.1. From the next flight onwards, no longer apply simultaneous loads with both feet to the pedals, in compliance with the instructions described in paragraph 2.B.1 of the referenced ASB.

3.2.2. At the latest at 4500 flight hours, check the adjustment lever for failure or cracks by performing a dye penetrant inspection in compliance with the instructions described in paragraphs 2.B.2 and 2.B.4 of the referenced ASB.

Repeat this inspection every 1500 flight hours.

3.3. Aircraft that have been checked only using borescope inspection in compliance with the original issue of this AD:

At the latest within 50 flight hours from the effective date of Revision 1 of this AD, check the adjustment lever for cracks by performing a dye penetrant inspection in compliance with the instructions described in paragraphs 2.B.2 and 2.B.4 of the referenced ASB.

Repeat this inspection every 1500 flight hours.

3.4. Adjustment levers of pedal unit assemblies held as spares:

3.4.1. Before you install pedal unit assemblies that have already been installed on an aircraft and that are held as spares, check these pedal unit assemblies for cracks by performing a dye penetrant inspection in compliance with the instructions described in paragraph 2.B.4 of the referenced ASB.

3.4.2. Following installation on aircraft, compliance with the instructions described in paragraph 3.1.1. of this Airworthiness Directive must be ensured immediately.

3.4.3. At the latest at 1500 flight hours following installation on aircraft, check the adjustment lever for failure or cracks by performing a dye penetrant inspection in compliance with the instructions described in paragraphs 2.B.2 and 2.B.4 of the referenced ASB.

Repeat this inspection every 1500 flight hours.

3.5. At the latest by June 1st, 2002:

3.5.1. Ensure compliance with referenced EUROCOPTER AS 332 ASB No. 67.00.20 (MOD 0726179 - new pedal unit adjustment lever).

3.5.2. All adjustment levers P/No. 332A 27.2344.20 (pre MOD 0726179) held as spares must be removed from your stores.

Note: Compliance with ASB No. 67.00.20 cancels the instructions given in this Airworthiness Directive.

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