

	AIRWORTHINESS DIRECTIVE No F-2002-582 R1	Distribution: A	Issue date: October 13, 2004	Page : 1/3
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-582 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 332 L2 helicopters		
Type certificate(s) No. 56 TCDS No 127				
ATA chapter: 62, 05	Subject: Rotor(s) - Main rotor blade vibration absorbers			

1. **EFFECTIVITY:**

AS 332 L2 helicopters equipped with main rotor blade vibration absorbers, part number 332A11-0460-02, before embodiment of modification (MOD) 0740659 or before compliance with EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 62.00.60.

Note 1: The information contained in this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

Note 2: Compliance with this AD cancels the flight restrictions imposed by AD 2002-573.

2. **REASONS:**

This AD is issued following the separation of a pendular weight due to the failure of the shaft that supports the pendular weight assemblies.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 332 Alert Telex No. 05.00.60 into an ASB with the same reference number, and with no change to the technical content, but reducing the effectivity defined in paragraph 1 with reference to a modification.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory as from the effective date of the original issue of this AD:

3.1. **Vibration absorber assemblies that have logged more than 700 flight hours since new:**

3.1.1. On shafts that have not undergone a magnetic particle inspection within the last 200 flight hours:

- No later than within the next 50 flight hours, and before December 31, 2002 (the first limit reached is applicable), remove the vibration absorbers and check the tightening torque loads of the plugs and the condition of the shaft in compliance with the instructions described in § 2.B.1. of referenced EUROCOPTER AS 332 ASB No. 05.00.60.

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3.1.2. On shafts that have undergone a magnetic particle inspection within the last 200 flight hours:

- No later than within 250 flight hours following the magnetic particle inspection, and before December 31, 2002 (the first limit reached is applicable), comply with the instructions described in paragraph 2.B.1. of ASB No. 05.00.60.

3.2. Vibration absorber assemblies that have logged less than 700 flight hours since new:

At the latest at 750 flight hours, comply with the instructions described in § 2.B.1. of ASB No. 05.00.60.

3.3. Following compliance with paragraphs 3.1. and 3.2. above:

- If the fretting on the shaft is not removed after touching up, scrap the shaft and the spacer on the leading edge side.
- If a crack is found in the shaft, scrap the shaft and the spacer of the leading edge side.

3.4. No later than within the next 300 flight hours, then at intervals of no more than 300 flight hours following compliance with § 2.B.1. of ASB No. 05.00.60 (check of the tightening torque of the plugs and the condition of the shaft), check the tightening torque of the two plugs in compliance with the instructions described in paragraph 2.B.2. of ASB No. 05.00.60.

3.5. No later than within the next 100 flight hours, then at intervals of no more than 100 flight hours without exceeding 3 months (the first limit reached is applicable), lubricate the vibration absorbers in compliance with the instructions described in § 2.B.3. of ASB No. 05.00.60.

For vibration absorbers that were lubricated more than 100 hours or more than three months ago, comply with § 2.B.3. of ASB No. 05.00.60 at the latest at the next check after the last flight of the day (ALF check).

3.6. The following measures are rendered mandatory as from the effective date of Revision 1 of this AD

- 3.6.1.** At the latest by December 31, 2005 or at 550 flight hours (the first limit reached is applicable), remove and replace the main rotor blade vibration absorbers in compliance with the instructions specified in § 2.B. of EUROCOPTER AS 332 ASB No. 62.00.60.
- 3.6.2.** Before installing main rotor blades held as spares, on an aircraft, comply with the instructions specified in § 2.B.6. of ASB No. 62.00.60.

4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 332 Alert Service Bulletin No. 05.00.60
 EUROCOPTER AS 332 Alert Service Bulletin No. 62.00.60
 (Any subsequent approved revision to these ASBs is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt of the telegraphic AD issued on November 18, 2002
Revision 1 : October 23, 2004.

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6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-10123 dated October 05, 2004.