	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-1997-289-008 R1</b>	Distribution :  <b>A</b>	Issue date :  <b>February 18, 2004</b>	Page :  <b>1 / 2</b>
<b>Direction générale de l'aviation civile France</b>	This Airworthiness Directive is published by the DGAC :  <div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px;"> <input checked="" type="checkbox"/> </div> <div>             on behalf of EASA, the Primary Airworthiness Authority for the affected product.           </div> </div> <div style="margin-top: 10px;"> <input type="checkbox"/> </div> <div>             as the Registration Airworthiness Authority for the affected aircraft.           </div>		<i>Translation of «Consigne de Navigabilité» of same number. In case of difficulty, reference should be made to the French issue.</i>	
<b>GSAC Publication</b>	<b><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.</i></b>			
Corresponding foreign Airworthiness Directive(s) : <b>Not applicable</b>		Airworthiness Directive(s) replaced : <b>97-289-008 original issue</b>		
Person in charge of airworthiness : <b>EUROCOPTER</b>		Type(s) : <b>AS 332 L2 helicopters</b>		
Type certificate(s) No. <b>56</b> TCDS No. <b>127</b>				
ATA Chapter(s) : <b>01</b>	Subject : <b>Limitations - MAKILA engines</b>			

### 1. EFFECTIVITY :

AS 332 L2 helicopters fitted with MAKILA 1A2 engines, not modified per MOD 0726071 (corresponds to TU 205 C).

**Note 1 :**

This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.

**Note 2 :**

An aircraft must be equipped with 2 engines with the same modification status : post MOD 0726071 (TU 205 C).

### 2. REASONS :

This AD is prompted due to the accident of a SUPER PUMA which occurred in Norway on September 8, 1997. The investigations are in progress and the causes of the accident are not yet known.

Preliminary reports received concerning the recovered parts and information on the Flight Data Recorder (DFDR) and on the Cockpit Voice Recorder (CVR) indicate that there was an uncontained failure of one engine. It is not yet known whether it was a cause of the accident or the result of some other problem on the aircraft.

The amber OVSP (or SURV) light came on a few minutes before the accident occurred.

Revision 1 of this AD covers the conversion of AS 332 Service Telex No. 01.00.53 into an Alert Service Bulletin (ASB) with the same number, with no change to the technical content.


**Note :**

Referenced Service Telex No. 01.00.53 was mistakenly identified by No. 01.00.44.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES :

The following measures were rendered mandatory from the effective date of this AD at original issue :

As a precautionary measure, the following procedure was to be included in the Rotorcraft Flight Manual, Chapter 3 "Emergency Procedures", no later than within 48 hours.

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"If at any time during flight, the amber OVSP (or SURV) light illuminates, even intermittently, reduce the concerned engine to ground idle (fast reduction notch) as soon as possible and then stop it once all the parameters on the remaining engine have been checked and found satisfactory".

**Reminder** : The requirements specified above were canceled by embodiment of MOD 0726071 (TU 205 C), which was to be embodied in compliance with AD 2000-068 at the latest by December 31, 2001.

#### **4. REFERENCE PUBLICATION :**

EUROCOPTER AS 332 Alert Service Bulletin No. 01.00.53  
(Any later approved revision of this ASB is acceptable).

#### **5. EFFECTIVE DATES :**

**Original issue** : Upon receipt of the telegraphic AD of September 19, 1997.

**Revision 1** : February 28, 2004.

#### **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 is approved under EASA reference No 2004-1050 dated February 10, 2004.