

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2003-414 R1</b>		Distribution: <b>A</b>	Issue date: <b>March 03, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<b>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.</b>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>F-2003-414 original issue</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>AS 332 helicopters</b>		
Type certificate(s) No. <b>56</b> TCDS No <b>127</b>					
ATA chapter: <b>76</b>	Subject: <b>Engine controls - Electronic control unit</b>				

### 1. **EFFECTIVITY:**

AS 332 helicopters, versions C, C1, L and L1, equipped with TURBOMECA MAKILA 1A or 1A1 engines, with one or both engines fitted with an electronic control unit post TU 219 or TU 190 or TU 202.

**Note:** This Airworthiness Directive is intended for maintenance personnel and crews.

### 2. **REASONS:**

This Airworthiness Directive (AD) is issued following the discovery of incorrect adjustment of the anticipator potentiometer, with the risk of the engines untimely changing to the minimum rating in flight.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 332 Alert Telex (AT) No. 05.00.59 R2 into an Alert Service Bulletin (ASB) with the same reference number.

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

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

**3.1.** Before each flight, check that the "POWER" indicator light goes out in accordance with the instructions given in paragraph 2.B.1 of the referenced ASB.

This check must be repeated in the following circumstances:

- On replacement of an ECU pre-MOD TU 190 or TU 202 or TU 219 with an ECU post-MOD TU 190 or TU 202 or TU 219.
- Each time the anticipator potentiometer is replaced.
- Each time the AP hydraulic unit is replaced.
- If the linkage between the AP hydraulic unit and the anticipator potentiometer is adjusted.



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**3.2.** If the result of the check procedure specified in paragraph 3.1. above does not meet the requirements:

- Before the next flight, follow the instructions described in paragraph 2.B.2 or paragraph 2.B.3 of the referenced ASB.

**3.3.** If the result of the check procedure specified in paragraph 3.1. above meets the requirements:

- The mission can be carried out normally.

**3.4.** Reminder:

- Compliance with paragraph 2.B.2 of the referenced ASB was to be ensured at the latest within 150 flight hours or 2 months (whichever limit was reached first).

**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 332 Alert Service Bulletin No. 05.00.59  
(Any subsequent approved revision to this ASB is acceptable).

**5. EFFECTIVE DATES:**

**Original issue** : On receipt, from November 22, 2003  
**Revision 1** : On receipt, from March 03, 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 2004-1615 dated February 24, 2004.