	AIRWORTHINESS DIRECTIVE No F-2002-424-081 R3		Distribution: A	Issue date: March 30, 2005	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: 2002-424-081 R2		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 332 C, C1, L and L1 helicopters		
Type certificate(s) No. 56 TCDS No 127					
ATA chapter: 05, 63		Subject: Main gearbox - Bevel gear			

1. **EFFECTIVITY:**

AS 332 helicopter versions C, C1, L and L1, equipped with main gearbox (MGB) main reduction gear modules, part numbers 332A32-2027-00 and 332A32-2026-00, and equipped with bevel gears, part numbers 332A32-2181-00/-01/-02/-03/-04 or 331A32-3110-07/-09/-19.

Note: This Airworthiness Directive (AD) does not apply to parts repaired in accordance with Repair Sheets (F.R.) 332A32-2181-ZA or 331A32-3110-ZA.

- This Airworthiness Directive does not apply to parts inspected in accordance with AS 332 Letter to Repair Stations No. 183.

- This Airworthiness Directive no longer applies to main gearboxes overhauled after December 31, 2002.


2. **REASONS:**

This AD is issued further to the discovery of a longitudinal crack in an MGB bevel gear.

Revision 1 of this AD rendered compliance with this Airworthiness Directive (AD) non-effective as regards further parts (see Note in § 1. above), and incorporated Revision 1 of the referenced Alert Telex (AT).

Revision 2 of this AD introduced a borescope inspection interval based on cycles for bevel gears on aircraft performing "external load carrying missions" and provided additional information in § 1. above.

Revision 3 of this AD covers the conversion of Revision 2 of EUROCOPTER AS 332 Alert Telex No. 05.00.58 into an Alert Service Bulletin (ASB) bearing the same reference number, with no change to the technical content.

	<p style="text-align: center;">AIRWORTHINESS DIRECTIVE No F-2002-424-081 R3</p>	<p>Distribution: A</p>	<p>Issue date: March 30, 2005</p>	<p>Page: 2/3</p>
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. The following measures are rendered mandatory from the effective date of the original issue of this AD for MGBs installed on aircraft, equipped with a bevel gear specified in § 1. above, which has logged more than 6,600 flying hours:

- No later than within 50 flying hours, then at intervals not exceeding 150 flying hours, using a borescope, check the inside of the bevel gear in compliance with the instructions specified in § 2.B. of referenced EUROCOPTER AS 332 ASB No. 05.00.58.

3.2. The following measures are rendered mandatory from the effective date of Revision 2 of this AD:

3.2.1. MGBs installed on aircraft, equipped with a bevel gear specified in § 1. above, which has logged more than 6,600 flying hours:

- At intervals not exceeding 150 flying hours or 1,000 torque application cycles (the first limit reached is applicable), on helicopters that perform "external load carrying" missions, comply with the instructions specified in § 2.B. of the ASB referenced below.

3.2.2. No later than within 300 cycles for aircraft that have logged more than 1,000 cycles since last compliance with § 2.B. of the ASB referenced below, again comply with § 2.B. of the ASB referenced below.

3.2.3. MGBs installed on aircraft, equipped with a bevel gear specified in § 1. above, which has logged less than 6,600 flying hours:

- At the latest at 6,600 flying hours, then at intervals not exceeding 150 flying hours or 1,000 torque application cycles (the first limit reached is applicable), on helicopters that perform "external load carrying" missions, comply with the instructions specified in § 2.B. of the ASB referenced below.

3.2.4. MGBs held as spares, equipped with a bevel gear specified in § 1. above, which has logged more than 6,600 flying hours:

3.2.4.1. Gears having already flown since the last Overhaul (RG):


- Before installation on aircraft, then at intervals not exceeding 150 flying hours without exceeding 1,000 torque application cycles, on helicopters that perform "external load carrying" missions, comply with the instructions specified in paragraph 2.B. of the ASB referenced below.

3.2.4.2. Gears which have not flown since the last Overhaul (RG):

- No later than within 150 flying hours after installation on aircraft, then at intervals not exceeding 150 flying hours, without exceeding 1,000 torque application cycles, on helicopters that perform "external load carrying" missions, comply with the instructions specified in § 2.B. of the ASB referenced below.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 332 Alert Service Bulletin No. 05.00.58
(Any subsequent approved revision of this ASB is acceptable).

	AIRWORTHINESS DIRECTIVE No F-2002-424-081 R3	Distribution: A	Issue date: March 30, 2005	Page: 3/3
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5. EFFECTIVE DATES:

Original issue : Upon receipt of the telegraphic AD, dated August 08, 2002
Revision 1 : November 09, 2002
Revision 2 : March 29, 2003
Revision 3 : April 09, 2005.

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 2005-2577 dated March 22, 2005.