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**LENTOTURVALLISUUSHALLINTO**  
FLIGHT SAFETY AUTHORITY**LENTOKELPOISUUSMÄÄRÄYS**  
AIRWORTHINESS DIRECTIVE**M 3046/03**

31.3.2003

Lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai välineen määräaikaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (281/95) 17§:n perusteella.

**Eurocopter France. Pääroottorin vaihteiston tarkastus.****Koskee:** Kaikkia helikoptereita AS332C/C1/L/L1**Viite:** Consigne de Navigabilité CN2002-424-081R2**Voimaantulo:** 1.5.2003**Voimassaoloaika:** Tämä määräys on voimassa toistaiseksi.**Toimenpiteet:**

Tarkasta helikopterin pääroottorin vaihteisto oheisen Ranskan ilmailuviranomaisen julkaiseman lentokelpoisuusmääräyksen 2002-424-081(A)R2 ohjeiden mukaisesti.

Tämä määräys korvaa määräyksen M 3010/02.

Liite

GSAC

# 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. : 2002-424-081(A) R2  
In case of any difficulty, reference should be made to the French original issue.**

## EUROCOPTER

### AS 332 helicopters

MGB - Bevel gear (ATA 63)

**1. EFFECTIVITY:**

AS 332 helicopters, 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 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 Airworthiness Directive (AD) is issued further to the discovery of a longitudinal crack in an MGB bevel gear.

Revision 1 of this AD renders compliance with this AD non-effective as regards further parts (cf. paragraph 1 above), and incorporates Revision 1 of the referenced Alert Telex (AT).

Revision 2 of this AD introduces a borescope inspection interval based on cycles for bevel gears on aircraft that perform "external load carrying missions" and provides additional information in paragraph 1 above.

**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 paragraph 1 above, which has logged more than 6,600 flight hours:

- No later than within 50 flight hours, then at intervals not exceeding 150 flight hours, using a borescope, check the inside of the bevel gear in compliance with the instructions described in paragraph 2.B of referenced EUROCOPTER AS 332 AT No. 05.00.58 R2.

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<p><b>March 19, 2003</b></p>	<p><b>EUROCOPTER AS 332 helicopters</b></p>	<p><b>2002-424-081(A) R2</b></p>
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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 paragraph 1 above, which has logged more than 6,600 flight hours:

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

3.2.2. No later than within 300 cycles for aircraft that have logged more than 1000 cycles since last compliance with paragraph 2.B of the AT referenced below, again comply with paragraph 2.B of the AT referenced below.

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

- At the latest at 6,600 flight hours, then at intervals not exceeding 150 flight hours or 1000 torque application cycles (whichever limit is reached first) on helicopters that perform "external load carrying" missions, comply with the instructions described in paragraph 2.B of the AT referenced below.

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

3.2.4.1. Gears which have flown since the last Overhaul (RG):

- Before installation on aircraft, then at intervals not exceeding 150 flight hours without exceeding 1000 torque application cycles, on helicopters that perform "external load carrying" missions, comply with the instructions described in paragraph 2.B of the AT referenced below.

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

- No later than within 150 flight hours after installation on aircraft, then at intervals not exceeding 150 flight hours without exceeding 1000 torque application cycles, on helicopters that perform "external load carrying" missions, comply with the instructions described in paragraph 2.B of the AT referenced below.

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REF.: EUROCOPTER AS 332 Alert Telex No. 05.00.58 R2.

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This Revision 2 replaces AD 2002-424-081(A) R1 dated October 30, 2002.

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**EFFECTIVE DATES :**

Original AD : On receipt of the telegraphic AD,  
dated AUGUST 08, 2002  
Revision 1 : NOVEMBER 09, 2002  
Revision 2 : MARCH 29, 2003