

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified in Table 1 of this AD, unless the actions have already been done.

**Removal and Installation of Adaptor Gearbox and Dedicated Generator On Engines In-Service**

(f) For engines in-service, do the following:  
(1) Remove the adaptor gearbox and the dedicated generator. Follow paragraph 3.C. of the Accomplishment Instructions of RR Mandatory Service Bulletin (MSB) No. RB.211-72-E037, dated March 26, 2003.

(2) Install the adaptor gearbox and the dedicated generator onto the engine. Follow paragraph 3.I. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

**Removal, Disassembly, Rework, Assembly, and Installation of Adaptor Gearbox and Dedicated Generator On Engines At Overhaul**

(g) For engines at overhaul, do the following:

(1) Remove the adaptor gearbox and the dedicated generator. Follow paragraph 3.D. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(2) Disassemble the adaptor gearbox. Follow paragraph 3.E. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(3) Rework the existing gearbox adaptor casing assemblies (P/N UL26756 or P/N UL26729). Follow paragraph 3.F. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(4) Assemble the adaptor gearbox. Follow paragraph 3.H. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(5) Install the adaptor gearbox and the dedicated generator onto the engine. Follow paragraph 3.J. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

**Alternative Methods of Compliance**

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Material Incorporated by Reference**

(i) You must use Rolls-Royce plc Mandatory Service Bulletin No. RB.211-72-E037, dated March 26, 2003, to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-245-418. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Related Information**

(j) CAA airworthiness directive 004-03-2003, dated March 26, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on October 15, 2003.

**Robert G. Mann,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2002-SW-58-AD; Amendment 39-13343; AD 2003-21-08]

**RIN 2120-AA64**

**Airworthiness Directives; Eurocopter France Model AS332C, AS332L, AS332L1, and AS332L2 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for the specified Eurocopter France (Eurocopter) model helicopters that requires inspecting certain main rotor blades for disbonds, which may be indicated by cracking, and repairing or replacing each main rotor blade (MRB) as necessary. This amendment is prompted by the discovery of disbonded leading edge protective strips. The actions specified by this AD are intended to detect disbonding between the stainless steel protective strip and the MRB skin, which could cause loss of the protective strip, an out-of-balance condition, and subsequent loss of control of the helicopter.

**DATES:** Effective November 28, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5130, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend 14 CFR part 39 to include an AD for the specified model helicopters was published in the **Federal Register** on July 16, 2003 (68 FR 41970). That action proposed to require inspecting each MRB for disbonding within 100 hours time-in-service (TIS) and repairing or replacing each MRB as necessary. That action also proposed repetitive inspections at different intervals, based on the MRB serial number.

The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, notified the FAA that an unsafe condition may exist on Eurocopter Model AS332 C, L, and L1 helicopters. The DGAC advises that checking each MRB to ensure the adhesion of the glass cloth blade cap, which is located between the MRB skin and the leading edge stainless steel protective strips, is necessary.

Eurocopter has issued AS 332 Service Bulletin 05.00.22, Revision 4, dated April 6, 2000, for the Model AS332C, L, L1, and L2 helicopters, which specifies checking for cracking developing spanwise along the stainless steel leading edge over a chordwise width of 0 to 6mm aft of the stainless steel strip on the MRB upper and lower surfaces. If spanwise cracking is found that is greater than 30mm or if the distance between two cracks is less than 40mm, a sound check using a tapping method to check the bonding is specified. If disbonding is present, measuring the depth of each disbond with a feeler gauge is specified. If the depth of the disbond exceeds 10mm, returning the MRB to the works for repair is specified. If no disbonding is present, or if the disbond is less than 10mm, reconditioning the MRB by removing the cracked caulking material and recaulking the blade is specified. The DGAC classified this service bulletin as mandatory and issued AD 1988-099-035(A) R5, dated June 14, 2000, to ensure the continued airworthiness of certain of these helicopters in France.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. With the exception of a change in the point of contact under the caption **FOR FURTHER INFORMATION CONTACT**, the FAA has