


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0241</p> <p>Date: 22 November 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Sikorsky Aircraft Corporation</p>	<p>Type/Model designation(s) :</p> <p>S-92A helicopters</p>
<p>TCDS Number : EASA.R.001</p>	
<p>Foreign AD : FAA AD 2010-24-04 dated 19 November 2010.</p>	
<p>Supersedure: This AD supersedes EASA Emergency AD 2010-0170-E dated 17 August 2010. This AD deviates from and thereby replaces (State of Design) FAA AD 2010-24-04 for affected helicopters registered in an EU Member State or associated country.</p>	
ATA 63	Main Rotor Drive – Main Gearbox (MGB) – Inspection / Replacement
<p>Manufacturer(s): Sikorsky Aircraft Corporation</p>	
<p>Applicability: S-92A helicopters, all serial numbers, if equipped with a MGB assembly, Part Number (P/N) 92351-15000-042 or P/N 92351-15000-043 or P/N 92351-15000-044, using MGB housing P/N 92351-15110-042, P/N 92351-15110-043, P/N 92351-15110-044, P/N 92351-15110-045, or P/N 92351-15110-046.</p>	
<p>Reason: Cracks have reportedly been found in the MGB assembly mounting feet, pad and foot ribs during regular inspections of the MGB feet and mounting bolts. In one case, the mounting foot was completely severed from the MGB. Other cases include cracks at the fore and aft mounting bolt location on the right hand side mounting foot.</p> <p>This condition, if not detected and corrected, could lead to failure of the MGB attachment, possibly resulting in MGB detachment and consequent loss of control of the helicopter.</p> <p>For the reasons described above, EASA issued Emergency AD 2009-0230-E, later revised to R1, to require repetitive inspections of the MGB assembly mounting feet pad and foot ribs for cracks and, if any cracks are found, the replacement of the MGB assembly with a serviceable unit. Replacement of the MGB assembly does not constitute a terminating action for the repetitive inspections.</p> <p>Subsequently, EASA issued Emergency AD 2010-0170-E, retaining the</p>	

	<p>requirements of EASA AD 2009-0230R1, which was superseded, and expanded the Applicability to include P/N 92351-15110-046 MGB housings.</p> <p>This new AD retains the requirements of EASA AD 2010-0170-E, which is superseded, and expands the Applicability to include P/N 92351-15000-044 MGB assemblies. This AD deviates from FAA AD 2010-24-04 by requiring a different interval for the repetitive inspections.</p>
Effective Date:	06 December 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 10 flight hours (FH) after the effective date of this AD and thereafter before the first flight of each day or at intervals not to exceed 10 FH, whichever occurs first, accomplish a visual inspection of the MGB assembly mounting feet pad and foot ribs for cracks, in accordance with the instructions of section 3.A of Sikorsky Alert Service Bulletin (ASB) 92-63-020.</p> <p>Note: Even though MGB assembly P/N 92351-15000-044 and MGB housing P/N 92351-15110-046 are not included in the Sikorsky ASB, following the instructions in the ASB accomplishes the intent of this AD.</p> <p>(2) If corrosion, bubbled paint, or paint discoloration is found during any inspection as required by paragraph (1) of this AD, before next flight, contact Sikorsky for approved repair instructions and accomplish the repair of the affected area accordingly.</p> <p>(3) If a crack is suspected during any inspection as required by paragraph (1) of this AD, before next flight, accomplish a Fluorescent Penetrant Inspection (FPI) or Dye Penetrant Inspection (alternative) in accordance with the instructions of section 3.B of Sikorsky ASB 92-63-020.</p> <p>(4) If a crack is found during any inspection as required by paragraph (1) or (3) of this AD, before next flight, replace the MGB with a serviceable unit. Refer to Sikorsky S-92A Maintenance Manual SA S92A-AMM-000, Chapter 63-20-01-900-001 or 63-20-02-900-001.</p> <p>(5) Replacement of the MGB as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections required by this AD.</p>
Ref. Publications:	<p>Sikorsky Alert Service Bulletin 92-63-020 dated 11 September 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: Sikorsky Aircraft Corporation, Commercial Product Support, 6900 Main Street, P.O. Box 9729, Stratford, Connecticut 06497-9129, United States of America; telephone: +1 203-416-4299, e-mail: sikorskywcs@sikorsky.com.