


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0109 [Correction: 15 June 2011]</p> <p>Date: 08 June 2011</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 2011-12-03 dated 02 June 2011.</p>	
<p>Supersedure: This AD deviates from and thereby replaces (State of Design) FAA AD 2011-12-03 for affected helicopters registered in an EU Member State or associated country.</p>	
ATA 63	Main Rotor Drive – Main Gearbox (MGB) Assembly – Inspection / Replacement
Manufacturer(s):	Sikorsky Aircraft Corporation
Applicability:	S-92A helicopters, all serial numbers, if equipped with a Main Module (MGB) assembly, Part Number (P/N) 92351-15100-042, P/N 92351-15100-043, or P/N 92351-15100-044, using MGB upper housing assembly 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.
Reason:	<p>Cracks have reportedly been found in the MGB assembly mounting foot ribs during regular inspections of the MGB feet and mounting bolts. In two cases, 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. Cracks have also been found on the left 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>To address this unsafe condition, EASA already issued AD 2010-0241, which deviates from the FAA State of Design AD 2010-24-04. Since those ADs were issued, Sikorsky developed a recurring Non-Destructive Inspection (NDI) of the MGB mounting foot ribs.</p> <p>The FAA issued AD 2011-12-03 to require compliance with the instructions of Sikorsky Alert Service Bulletin (ASB) 92-63-025. That AD requires repetitive inspections of MGB upper housing assemblies that have accumulated 500 flight hours (FH) or more. Deviating from the FAA AD, EASA decided to require inspections of all MGB upper housing assemblies, including those that have not</p>

	<p>yet accumulated 500 FH.</p> <p>For the reasons described above, this new AD requires repetitive NDI of the MGB mounting right, forward and left foot ribs for cracks and, if cracks are detected in any foot, replacement of the affected MGB assembly with a serviceable MGB assembly and reporting of the findings to Sikorsky.</p> <p>This AD has been republished to remove the P/N 92351-15100-045 Main Module from the Applicability. This can only be installed in combination with a P/N 92351-15310-041 MGB upper housing assembly, which is a 'Phase III' component that is not known to be affected by this unsafe condition. This AD has also been corrected to clarify that the aft MGB mounting foot rib does not need to be inspected.</p>						
Effective Date:	17 June 2011						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially within the time indicated in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 50 FH, accomplish an NDI of the MGB assembly mounting right, forward and left foot ribs for cracks, in accordance with the instructions of section 3 of Sikorsky ASB 92-63-025 and the instructions contained in Sikorsky S-92A Maintenance Manual (MM) SA S92A-AMM-000, Temporary Revision (TR) No.63-32.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <tr> <th>FH accumulated by the MGB upper housing assembly, on the effective date of this AD:</th><th>Compliance time:</th></tr> <tr> <td>Less than 700 FH</td><td>Within 50 FH after the effective date of this AD</td></tr> <tr> <td>700 FH or more</td><td>Within 30 FH after the effective date of this AD</td></tr> </table> <p>(2) If, during the NDI as required by paragraph (1) of this AD, any crack is found, before next flight, replace the MGB assembly with a serviceable MGB assembly.</p> <p>(3) Replacement of a MGB assembly as required by paragraph (2) of this AD does not constitute terminating action for the repetitive NDI as required by paragraph (1) of this AD. Within 50 FH after installation of a replacement MGB assembly, re-start the repetitive NDI as required by paragraph (1) of this AD.</p> <p>(4) Within 30 days after replacement of a MGB assembly as required by paragraph (2) of this AD, report the findings to Sikorsky, in accordance with the instructions of section 3 of Sikorsky ASB 92-63-025.</p> <p>(5) Compliance with the requirements of paragraphs (1), (2) and (3) of this AD can be demonstrated by:</p> <p>(5.1) Revising as follows the approved aircraft maintenance programme on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated helicopter:</p> <p style="padding-left: 40px;">Incorporate the instructions of Sikorsky S-92A MM SA S92A-AWL-000, TR No.5-87 into the 50-hour inspection checklist, referencing the instructions of Sikorsky S-92A MM SA S92A-AMM-000, TR No.63-32, and</p> <p>(5.2) Complying with the approved aircraft maintenance programme</p>	FH accumulated by the MGB upper housing assembly, on the effective date of this AD:	Compliance time:	Less than 700 FH	Within 50 FH after the effective date of this AD	700 FH or more	Within 30 FH after the effective date of this AD
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	described in paragraph (5.1) of this AD.
Ref. Publications:	<p>Sikorsky ASB 92-63-025 dated 11 May 2011, or ASB 92-63-025A dated 12 May 2011, or ASB 92-63-025B dated 20 May 2011.</p> <p>Sikorsky S-92A MM SA S92A-AWL-000, TR No.5-87 dated 12 May 2011.</p> <p>Sikorsky S-92A MM SA S92A-AMM-000, TR No.63-32 dated 11 May 2011.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. 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. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. 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.