

Aircraft Certification Service AD PROPOSAL WORKSHEET

DOCKET NUMBER: 04-NE-18
TECH WRITER:

PROPOSED ACTION:

- Telegraphic AD
- Priority Letter
- Immediately Adopted AD
- Federal Register version of Telegraphic AD or Priority Letter
- Final Rule after NPRM (*See Note on next page)
- Notice of Proposed Rulemaking
- Other _____

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DEPT OF TRANSPORTATION
OFFICE

Is this proposed action one of the following? (Check if applicable):

Supersedure of an AD Revision of an AD Supplemental NPRM

1. Product Manufacturer.

Pratt & Whitney Canada

2. Applies to (models, serial numbers or references, installations, part numbers, as applicable).

PT6B-36A and PT6B-36B engines are installed on, but not limited to the Sikorsky S-76B model helicopter.

3. ACO project engineer.

Name/Title/Branch: Ian Dargin
Telephone: 781-238-7178
Fax: 781-238-7199

4. Directorate Project Officer (if applicable) and title.

Name/Title/Branch: Dorina Mihail
Telephone: 781-238-7153
Fax: 781-238-7199

5. If this action is a Final Rule after NPRM, list the docket number and the number of public comments received. Fill out the "AD Proposal Worksheet Attachment: Disposition of Comments."

Docket No.:

Number of comments received:

***NOTE:** For Final Rules after NPRM, if any of the following requested information (in Questions 6 through 23) is unchanged from the NPRM, you may so indicate this in the space provided, rather than repeat the information.)

6a. Describe the **unsafe condition**.

The life limit calculation for the compressor rear hub P/N 3018111 was found to be in error. The calculation for the Flight Count Factor (FCF) criteria should be 3 instead of 1. An incorrect FCF calculation could result in a rear hub exceeding the life limit and result in an uncontained event and possible damage to the aircraft.

6b. Describe the **cause** of the unsafe condition.

An error in the life limit calculation for the compressor rear hub.

6c. Describe the occurrences that **prompted** this proposed AD action.

A review of the engine running times revealed that one compressor rear hub exceeded the life limit using the correct FCF of 3.

6d. How many such occurrences have been reported?

One.

6e. On what date did the FAA become aware of the situation?

August 2, 2004

7. Was this proposed action prompted by a manufacturer's quality control (QC) problem? If so, is a reporting requirement needed in the AD to determine the scope of the problem? *(If yes to either of these questions, coordinate with cognizant MIDO.)*

No

8. Was this proposed action prompted by the use of suspected unapproved parts (SUP)?

No

9. Is this action related to an NTSB safety recommendation? If yes, attach a copy of that recommendation and the FAA response.

No

10. If this proposed action will revise, supersede, or withdraw an existing AD, please provide the following information about the existing AD.

Amendment No.:
 Docket No.:
 Federal Register Citation:

11a. § What are the proposed types of corrective actions (i.e., one-time inspections, recurring inspections, terminating actions, modifications, operational restrictions, etc.) **AND**

§ What are the corresponding compliance times?

(See attached "SAMPLE: Proposed Corrective Action" for an example of how this information should be provided.)

§ Have you considered all of the aspects of what you are proposing, such as overlapping requirements, the effect these actions will have on other existing requirements, and other sensitive issues? *(Be as specific as possible.)*

[Note to Word users: The area below is formatted as a "Table." It allows you to insert as much information as needed into each cell. To move to the next cell, use the Tab key.]

PROPOSED CORRECTIVE ACTION

SERVICE INFORMATION (Attach 2 copies)	ACTION	INITIAL COMPLIANCE THRESHOLD	REPETITIVE INTERVAL (if any)	TERMINATING ACTION (if any)
P&WC S.B. 11002, Revision 8, dated June 11, 2003	Review and correct the critical part record for the Compressor Rear Hub P/N 3018111	Within 30 days or at the next engine shop visit whichever occurs first after the effective date of the AD	None	Remove immediately if the published parts life is exceeded. (Note 4)

Note 1. The same components may be installed in different models, providing the part number is authorized to be installed in the specific engine models (Ref. applicable Service Bulletin). Operators transferring rotating components between engine models governed by different SBs must adhere to the lower of the LCF life limits published in the applicable SBs.

Note 2. No ST6 (Industrial & Marine) engine LCF parts may be transferred to a flight (PT6) engine.

Note 3. PT6B-36 engine model is deleted from this applicability.

Note 4. An additional 25 cycles or 25 hours, whichever occurs first, is allowed only for the purpose of ferry flights to an overhaul facility capable of changing the part.

11b. How was the compliance time(s) established?

Error discovered in the critical parts life calculation.

11c. Has the manufacturer issued relevant service information? If so, attach 2 copies. *(Copies must be legible and of very good quality. Originals are preferred.)*

Yes. P&WC SB 11002, Revision 8, dated June 11, 2003.

11d. If this action relates to a non-U.S. product, has the foreign civil airworthiness authority (FCAA) issued a parallel AD? If yes, please provide the following information:

FCAA AD Number: CAA AD CF-2003-16

Date of issuance: June 11, 2003

11e. Are there any differences between the manufacturer's service information referenced above, other AD's (foreign or U.S.), and the requirements of this AD? (For example, does the compliance time of this AD action differ significantly from that recommended in the referenced service information?) If so, explain these differences and the reasons for each.

No.

11f. Are notes, drawings, or diagrams needed in the AD to explain procedures or differences from the service instructions? *(If so, please explain below or attach a copy.)*

No.

12. Number of aircraft/products that will be affected? *(Use numerical figures).*

_ Approx 128 engines ___ Domestic only

_ Approx 238 engines ___ Worldwide (including domestic)

13. Provide the number of work hours/associated costs per aircraft/product for **EACH** proposed corrective action (i.e., inspection, modification, etc.) in the table below.

FOR THE PROPOSED AD:

Type of Corrective Action	Number of Workhours per aircraft	Number of U.S. Aircraft Affected	Parts Costs per aircraft
Review and correct the critical part record for the Compressor Rear Hub P/N 3018111	None	128 engines	None

FOR THE EXISTING AD (i.e., the one to be superseded or revised), if applicable.

Type of Corrective Action	Number of Workhours per aircraft	Number of U.S. Aircraft Affected	Parts Costs per aircraft
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N/A

14. If parts are **required**, are they available for all aircraft?

Yes

15. If known, please indicate the number of affected aircraft that are already in compliance with the proposed inspection, modification, installation, or replacement, etc.

Approx 235

16. Should a special flight permit be:

Permitted

Permitted with limitations (*See Note 4, paragraph 11a. above*)

Prohibited

17. In general, how is the product utilized (i.e., air carrier, general aviation, commuter, military, agri-business, training, etc.)?

Commuter

18a. If this proposed AD would revise or supersede an existing AD, have alternative methods of compliance (AMOC) been approved for the existing AD?

N/a

18b. If yes, should those AMOC's continue to be considered approved for all or any portion of the proposed AD?

N/a.

18c. If yes, state for what portions of the proposed AD the previously approved AMOC's should continue to be considered approved.

N/a.

19. With whom outside the FAA has this proposal been discussed (i.e., ATA, NBAA, RAA, AOPA, ALPA, GAMA, etc.)? (A separate record may need to be submitted to the Rules Docket. See paragraph 3, "Ex parte Contacts," of the AD Manual.)

NOTE: This item should be completed prior to submission of the AD Proposal Worksheet.

Organization	Person Contacted	Date	Reaction
Helicopters Association International (HAI)	Harold Summers 703-683-4646, x-132	8/9/04	Concur

20. Are there any special considerations or concerns that need to be taken into account in the drafting of this proposal? (Use a separate sheet to detail these items, if necessary.)

No

21. Do you have reason to believe that this action would be considered "sensitive?" (See Section 15 of the AD Manual for a definition of "sensitive".) If yes, please explain below.

No

22. Please indicate Yes or No to the following questions:

No___ Is this considered interim action?

No___ Do you know of any optional or alternative methods of accomplishing the proposed action?

Yes___ Have you considered any alternatives to an AD action?

No___ Are other Directorates involved in any similar actions?

No___ Does this action affect the Presidential fleet?

No___ Does this action affect the FAA fleet?

No___ Have the proposed procedures been verified (i.e., by MIDO, AEG, ACDO, FSDO)?

23. Check the category that best describes the cause of the unsafe condition addressed by this AD:

Design Problem
Maintenance

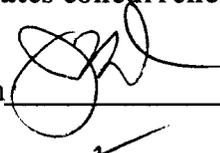
Quality Control Problem
Unapproved Parts

Operational
Other (specify):

Signature Section

(Signature indicates concurrence with proposed action)

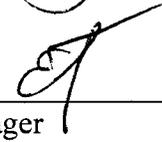
John F. (Ian) Dargin
Project Manager



8/24/2004

Date

Eugene Triozzi
Acting Branch Manager



8/27/04

Date

N/a
ACO/Staff Office Manager

Date

Kevin Mc Laughlin
AEG Representative

see attached ①

8/10/2004

Date

N/a
MIDO Representative*

Date

(MIDO signature required if QC problem involved.)

*Enforcement action status? _____

Signature Section

(Signature indicates concurrence with proposed action)

John F. (Ian) Dargin _____ 8/6/2004 _____
Project Manager Date

Eugene Triozzi _____
Acting Branch Manager Date

N/a _____
ACO/Staff Office Manager Date

Kevin Mc Laughlin _____ 8/10/04 _____ ①
AEG Representative Date

N/a _____
MIDO Representative* Date
(MIDO signature required if QC problem involved.)

*Enforcement action status? _____