COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Sikorsky S-76 Series Helicopters

AD/S-76/69 Main Rotor Blade Lightning Strike Damage 10/2002 TX

- Applicability: Model S-76A, B, and C helicopters.
- Requirement: 1. Review the blade service records and other records in accordance with the Accomplishment Instructions, paragraphs 3.A.(1), (2), and (3), of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-55A, dated 25 July 2002, for evidence of damage to a blade due to a lightning strike.

Before further flight, remove any blade identified as having been damaged by lightning.

- 2. Remove blades, serial number A086-00167, 00429, 00798, 00999, 01165, 01168, 01291, and 02504, which are known to have lightning damage.
- 3. If the blade history cannot be determined, remove the blade from service.
- 4. Should a blade be subjected to lightning strike damage, remove the blade from service before further flight.

Note: FAA Emergency AD 2002-15-51 refers.

- Compliance: 1. Before further flight after 30 July 2002.
 - 2. Before further flight.
 - 3. Before further flight.
 - 4. After 30 July 2002.

This Airworthiness Directive becomes effective on 30 July 2002.

COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

Sikorsky S-76 Series Helicopters

AD/S-76/69 (continued)

Background: The FAA received a report of in-flight failure of a main rotor blade and consequent loss of the helicopter. Investigation revealed the failure was due to lightning strike damage.

David Alan Villiers Delegate of the Civil Aviation Safety Authority

29 July 2002