

## Grant Robinson

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Thursday, November 24, 2016 12:38 PM  
**To:** Grant Robinson  
**Subject:** S-76D engine alignment checks

Grant;

Following is the CSE response to my FTR requesting that the engine alignment check be waived for input seal changes.

Case Number: C0047072  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761XXX  
Aircraft Model: S-76D  
ATA: 63  
Part Number: 76361-79801-101  
Case Subject: MGB Input Seal R&R - Request To Delete D/S Alignment Check

**Problem Description:**

TAS are undergoing a series of MGB input seal replacements on D59 and D60 due to low time leakage.

Reference S-76D AMM Task 63-10-01-900-801 Subtask 63-10-01-420-001 - Install Engine Driveshaft.

Paragraph 1.C. Step (6) requires the maintainer to perform an engine driveshaft alignment per AMM Task 63-10-01-800-801 upon reinstallation of the engine driveshaft.

TAS notes that the PW210S engine mounting is not disturbed during the input seal change procedure, that the driveshaft forward coupling installation is much simplified compared to the legacy S-76C installations, and that engine vibrations are continuously monitored by HUMS.

TAS requests confirmation that the engine driveshaft alignment check per AMM Subtask 63-10-01-42-001 Para. 1.C. Step (6) is unnecessary on the S-76D unless dictated by HUMS data. EoM

**Problem Resolution:**

SAC Transmissions has reviewed and recommendation is to continue with alignment check per the manuals.