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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-023/2002R2

Nahrazuje CAA-AD-023/2002R1

Datum vydání: 20. ledna 2003

**ATR**

ATR 72

### LETOUN - OVLÁDÁNÍ ZMĚNY ÚHLU NÁBĚHU LISTŮ VRTULE (ATA 61) - KONTROLA

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**Týká se:** letadel ATR 72-101, -102, -201, -202, -211 a -212.

**Datum účinnosti:** 20. března 2003

**Provést v termínech:**

Jak je popsáno v DGAC AD 2002-073-063(B) R2, od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle DGAC AD 2002-073-063(B) R2 (příloha tohoto PZZ).

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.

- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek.

- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

- Tento PZZ byl vypracován na základě DGAC AD 2002-073-063(B) R2, který nahrazuje DGAC AD 2002-073-063(B)R1.

- Touto problematikou se zabývá i CAA-AD-024/2002 (DGAC AD 2002-072-064(B)).

**Ing. Pavel MATOUŠEK**  
ředitel

**DGAC AD No.: 2002-073-063(B) R2**  
**ATR**  
**ATR 72 aircraft**

Propellers - Pitch change system component (ATA 61)

**1. APPLICABILITY:**

ATR 72-101, -102, -201, -202, -211, and -212 model aircraft.

**2. REASONS:**

During years 1999 and 2000, three cases of propeller pitch lock during final approach, have been experienced on ATR fleet. During two of these events the asymmetric power resulting from the propeller pitch lock was not recognized by the crew during landing and the aircraft veered off the runway after selection of reverse power while the "Low Pitch" condition was not effective for both engines.

On one case the investigation led on the suspected components of the propeller pitch control system showed significant anomalies on a Pitch Control Unit (PCU) servo ball screw. The hang up and the loss of efficiency noticed on the test bench are due to ball screw contamination. On aging PCU fitted on 14SF11/14SFL11/247F-1 Hamilton Sundstrand propellers, these anomalies could contribute to a pitch lock condition especially when they combine with another propeller component failure of the pitch control system.

The actions rendered mandatory by this Airworthiness Directive (AD) are intended to clean the ball screw in order to avoid a propeller pitch lock situation and reduced controllability of the aircraft during landing.

Revision 1 of this AD aims at clarifying the paragraph 3.

Revision 2 of this AD aims at specifying the TR number of the PCU Component Maintenance Manual (CMM) for 247F-1 propellers.

**3. COMPLIANCE:**

The following measures are rendered mandatory from the effective date of this AD at original issue:

- Before reaching 10,500 FH since new or since last Critical Parts Inspection (CPI),
- or in case of contamination,
- or in case of anomalies noted during Production Acceptance Tests (PAT),

perform, according to the temporary revision No. 61-6 of the PCU CMM 61-21-07, the ultrasonic cleaning of PCU servo ball screw installed on HAMILTON SUNDSTRAND 14SF11 nor 14SFL11.

perform, according to the temporary revision No. 61-2 of the PCU CMM 61-21-15, the ultrasonic cleaning of PCU servo ball screw installed on HAMILTON SUNDSTRAND 247F-1 propellers.

**Note:** The actions mandated by this AD complete the prescriptions of the AD 2002-072-064(B).

**REF.:**

HAMILTON SUNDSTRAND CMM 61-21-07  
HAMILTON SUNDSTRAND CMM 61-21-15

This Revision 2 replaces AD 2002-073-063(B) R1 issued on MAY 15, 2002.

**EFFECTIVE DATES:**

Original AD and Revision 1: FEBRUARY 02, 2002  
Revision 2: JANUARY 18, 2003