


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No : 2008-0033</p> <p>Date: 19 February 2008</p>
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agree with the Authority of the State of Registry.</p>	
<p>Type Approval Holder's Name: Dowty Propellers</p>	<p>Type/Model designation(s): R354, R375, R389 and R390 propellers</p>
<p>TCDS: United Kingdom Numbers 103, 109, 112 and 113.</p>	
<p>Foreign AD No.: Not applicable</p>	
<p>Supersedure: None</p>	
<p>ATA 61</p>	<p>Propellers – Blade Outer Sleeve - Inspection</p>
<p>Manufacturer(s):</p>	<p>Dowty Propellers (part of GE Aviation Systems)</p>
<p>Applicability:</p>	<p>Models R354/4-123-F/13, R354/4-123-F/20, R375/4-123-F/21, R389/4-123-F/25, R389/4-123-F/26 and R390/4-123-F/27 propellers, all serial numbers. These propellers are known to be installed on Saab SF340A and 340B aircraft.</p>
<p>Reason:</p>	<p>A number of propeller blade outer sleeves have been found with cracks since 1996. Testing has shown that blade retention integrity is not affected by this cracking. However, this condition, if not detected and corrected, can lead to blade counterweight release, possibly resulting in damage to the aircraft and injury to occupants or persons on the ground.</p> <p>For the reason stated above, this AD requires the inspection of the blade outer sleeves and replacement of propeller blades where the outer sleeve is found to have crack indications.</p>
<p>Effective Date:</p>	<p>04 March 2008</p>
<p>Compliance:</p>	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) At the next scheduled 1 600 Flight Hours (FH) aircraft check after the effective date of this AD, or after any blade accumulates 15 000 FH time in service, whichever occurs later, and thereafter at intervals not to exceed 1 600 FH, inspect the blade outer sleeves for cracks; (2) When during any inspection as required by paragraph (1) of this AD, visual indication of a crack on the outer sleeve is found, before next flight, replace the affected propeller blade with an airworthy unit; (3) Replacement of the blade does not constitute terminating action for the inspection requirements of this AD.

Ref. Publications:	Dowty Propellers Alert Service Bulletin No. SF340-61-A106. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can accept Alternative methods of Compliance for this AD.2. This AD has been published as PAD 08-011 on 18 January 2008 for consultation until 15 February 2008. No comments were received during the consultation period.3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA – E-mail: ADs@easa.europa.eu4. For any questions concerning the technical content of the requirements in this AD, please contact: Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL2 9QN, United Kingdom; Telephone: +44 (0) 1452 716067; Fax +44 (0) 1452 716001; E-mail Mike.Towkan@ge.com