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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2009-0005</p> <p>Date: 08 January 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> | |
| <p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Type Approval Holder's Name :</p> <p>Dowty Aerospace Propellers</p> | | <p>Type/Model designation(s) :</p> <p>R389 and R390 propellers</p> |
| <p>TCDS Numbers: United Kingdom (UK) 112 and 113</p> | | |
| <p>Foreign AD : Not applicable</p> | | |
| <p>Supersedure : This AD supersedes CAA UK AD 006-10-99 dated 26 October 1999.</p> | | |
| <p>ATA 61 Propellers – Hub Assembly – Inspection</p> | | |
| <p>Manufacturer(s): Dowty Aerospace Propellers</p> | | |
| <p>Applicability: Models R389/4-123-F/25, R389/4-123-F/26 and R390/4-123-F/27 propellers, all serial numbers, fitted with Part Number (P/N) 660714241 or P/N 660714255 hub assemblies, including P/N 660714241 hub assemblies that have been reworked in accordance with Dowty drawing 660714259.</p> <p>These propellers are known to be installed on Saab SF340A and 340B aircraft.</p> | | |
| <p>Reason: Current propeller maintenance philosophy recognizes the possibility of hub cracks and the need for Non-Destructive Testing (NDT) checks. This condition, if not detected and corrected, could cause premature failure of a propeller hub, resulting in propeller detachment and consequent damage to and loss of control of the aircraft.</p> <p>The standard time between overhaul (TBO) for Dowty R389 and R390 propeller hubs has been established at 7 500 flight hours (FH), when hubs must be scanned for cracks in accordance with the applicable Dowty Component Maintenance Manual (CMM). The CMM describes the so-called 'B scan' NDT method, which is not convenient for aircraft operators to perform. To adequately address this safety issue, Dowty published Alert Service Bulletin (ASB) SF340-61-95 that describes additional NDT checks that can be accomplished by the aircraft operator.</p> <p>In October 1999, the UK Civil Aviation Authority (CAA) mandated the accomplishment of these NDT checks by issuing AD 006-10-99. In January 2008, Dowty revised the ASB to update and improve the inspection methods</p> | | |

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| | <p>that must be used for crack detection.</p> <p>For the reasons described above, this new EASA AD retains the requirements of UK CAA AD 006-10-99, which is superseded, and requires the inspection of the propeller hub rear half wall in accordance with the revised method(s) as published by Dowty Propellers.</p> |
| Effective Date: | 22 January 2009 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 1 200 FH after 26 October 1999 [the original issue date of Dowty ASB SF340-61-95 and UK CAA AD 006-10-99] and thereafter at intervals not to exceed 1 200 FH, inspect the propeller hubs in accordance with the instructions of Dowty Propellers ASB SF340-61-95 (2) Inspections and corrective actions accomplished prior to the effective date of this AD, in accordance with Dowty ASB SF340-61-95 at original issue or Revision 1 or Revision 2 or Revision 3 or Revision 4, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, repetitive inspections and corrective actions must be accomplished in accordance with Dowty ASB SF340-61-95 at Revision 5. (3) Within 30 days after each inspection as required by paragraph (1) of this AD, send an inspection report to Dowty Propellers in accordance with paragraph 2.B of Dowty ASB SF340-61-95. (4) When cracks are detected during any inspection as required by this AD, before next flight, replace the hub with a serviceable unit. Replacement of the hub does not constitute terminating action for the repetitive inspection requirements of this AD. (5) Modification of the affected propellers in accordance with Dowty Service Bulletin (SB) SF340-61-105 (at any revision) constitutes terminating action for the repetitive inspection requirements of this AD. |
| Ref. Publications: | <p>Dowty Propellers ASB SF340-61-95 Revision 5 dated 22 January 2008.</p> <p>Dowty Propellers SB SF340-61-105 original issue dated 10 May 2004 or Revision 1 dated 03 March 2006.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD 2. This AD was published on 20 November 2008 as PAD 08-123 for consultation until 18 December 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question 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 Tel +44 (0) 1452 716067 – Fax +44 (0) 1452 716001 E-mail Mike.Towkan@ge.com |