

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-053/2001

Datum vydání: 15. června 2001

## LETADLO - PRAPOROVÁNÍ VRTULE (ATA 24, 61) - KONTROLA

**Týká se:** letadel ATR 72-101, -102, -201, -202, -211, -212 a -212A, jak je blíže uvedeno v části "Applicability" DGAC AD 2001-215-057(B) (příloha tohoto PZZ).

**Datum účinnosti:** 09. srpna 2001

**Provést v termínech:** Jak je popsáno v DGAC AD 2001-215-057(B), od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle DGAC AD 2001-215-057(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - 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 2001-215-057(B).

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**Úřad pro civilní letectví**

DGAC AD No.: 2001-215-057(B)

EADS ATR

ATR 72 aircraft

Propeller feathering -ATPCS test selector switch (ATA 24, 61)

### 1. APPLICABILITY:

ATR 72-101, -102, -201, -202, -211, -212 a -212A aircraft models fitted with IPP JANCO ATPCS test selector switch P/N ACE 0002.

Note: The aircraft having received the embodiment of modification 5162 and on which no replacement of ATPCS test selector switch was performed afterwards, are not involved.

### 2. REASONS:

Several cases of dual engine power drop, during ground manoeuvres, with the associated loss of both ACW and main hydraulic power were reported on ATR aircraft fleet over the last two years. Investigation revealed abnormal wear of contact surfaces within the IPP JANCO ATPCS test selector switch P/N ACE 0002. The discovered wear is suspected to have caused a shorting of contacts and the subsequent NP cancels experienced. Each time, the ATPCS test selector switch replacement cleared the malfunction.

It has been determined that this failure mode can occur only in NP governing mode, during taxiing or landing, and neither during take-off, when power is applied, nor in flight, due to the different governing mode applicable during these operating phases

Nevertheless, this failure mode might contribute to increase the Bight crew workload during ground manoeuvres.

The actions made mandatory by this Airworthiness Directive (AD) are intended to prevent a dual engine power drop during ground manoeuvres which could result in reduced aircraft controllability.

### 3. ACTIONS:

The following measures are rendered mandatory on the effective date of this AD:

At the first opportunity and, at the latest within 5 years following the effective date of this AD, remove the IPP JANCO ATPCS test selector switch P/N ACE 0002 fitted on panel 114VU (FIN 22KF) and replace it by IEC Electronique test selector switch P/N 097-037-00.

From June 09, 2006, the IPP JANCO ATPCS test selector switch P/N ACE 0002 are prohibited in service and must be withdrawn from stock.

Note: ATR Illustrated Parts Catalogue (chapter 61-22-80) has been revised accordingly to cover P/N 097-037-00 as the only source for ATPCS test selector switch.

**EFFECTIVE DATE: JUNE 09, 2001**