



Airworthiness Directive

AD No.: 2018-0057

Issued: 14 March 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRCRAFT INDUSTRIES a.s.

Type/Model designation(s):

L 410 UVP-E20 aeroplanes

Effective Date: 28 March 2018

TCDS Number(s): EASA.A.026

Foreign AD: Not applicable

Supersedure: None

ATA 61 – Propellers – Pitch Lock System – Modification / Check

ATA – Aircraft Flight Manual – Amendment

Manufacturer(s):

Aircraft Industries, a.s.

Applicability:

L 410 UVP-E20 and L 410 UVP-E20 CARGO aeroplanes equipped with GE Aviation H80-200 engines and Avia Propeller AV 725 propellers, manufacturer serial numbers from 2904 (inclusive) through 3114 (inclusive).

Definitions:

For the purpose of this AD, the following definitions apply:

The MB: Aircraft Industries (AI) Mandatory Bulletin (MB) L410UVP-E/143a Revision 2.

The DB: AI Documentation Bulletin (DB) L410UVP-E/247d and DB L410UVP-E/259d, both at original issue, as applicable.

Reason:

The investigation results of an L 410 UVP-E20 accident identified that, during final approach, an un-commanded negative thrust mode was activated on the right-hand engine. Pending the investigation results of the accident, as a preliminary preventive measure, EASA issued SIB 2017-21,



recommending operators to check the components of engine and propeller control system, including the beta switch, in accordance with the instructions of Revision 1 of AI SB L410UVP-E/492b.

This condition, if not corrected, could lead to reduced or loss of control of an aeroplane.

To address this unsafe condition, AI issued the MB, providing modification instructions, and issued the DB, amending the Aircraft Flight Manual (AFM), providing instructions for the flight crew in case of inadvertent beta range cell activation in flight and introducing instructions for the flight crew to check the function of pitch lock system before each flight.

For the reasons described above, this AD requires modification of the electrical testing circuit of the propeller pitch lock system and amendment of the applicable AFM.

EASA SIB 2017-21 has been withdrawn accordingly.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification and AFM amendment:

- (1) Within 25 flight hours, or 20 flight cycles, or 30 days, whichever occurs first after the effective date of this AD, accomplish the actions as required by paragraph (1.1) and (1.2) of this AD.
 - (1.1) Modify the electrical testing circuit of the propeller pitch lock system in accordance with the instructions of the MB.
 - (1.2) Amend the applicable AFM by incorporating procedures for 'beta range signalization in flight' and for 'pitch lock system check before each flight' in accordance with the instructions of DB, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (2) Modification of an aeroplane, before the effective date of this AD, in accordance with the instruction of the original issue or Revision 1 of the AI MB L410UVP-E/143a is not an acceptable method to comply with the requirements of paragraph (1.1) of this AD.

Corrective action:

- (3) If, during any pitch lock system pre-flight check in accordance with the AFM, amended as required by paragraph (1.2) of this AD, any discrepancy is detected, before next flight, contact AI for approved repair instructions and accomplish those instructions accordingly.

Credit:

- (4) Amending the applicable AFM of an aeroplane to incorporate a later AFM revision, which includes the procedures as specified in the DB, is an acceptable method to comply with the requirements of paragraph (1.2) of this AD for that aeroplane.

Ref. Publications:

AI MB L410UVP-E/143a Revision 2 dated 07 March 2018.



AI DB L410UVP-E/247d original issue dated 15 December 2017.

AI DB L410UVP-E/259d original issue dated 07 March 2018.

The use of later approved revisions of above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
2. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this AD, please contact: Aircraft Industries, a.s., 686 04 Kunovice, Czech Republic, Phone: +420 572 817 664, Fax: +420 572 816 112, E-mail: pps@let.cz.

