



**COMMENT RESPONSE DOCUMENT**  
**EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 09-071**  
 CLOSED FOR COMMENTS ON: 15 June 2009

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Compliance	<p>In addition to the information [stated above], it has been found out that failures of the electrical connection to the Proportional Pressure Reducing Valve 24V (propeller control valve) Part Number (P/N) NM-0000-0124501 and 05-7212- K021401 contributed to power loss events or IFSD.</p> <p>There is a freewheeling diode missing on this valve causing overvoltage on the coil when doing the ECU test! This condition may cause the valve failure.</p>	Friedrich Lemmer	17 June 2009	<p>The FADEC includes a „freewheel diode“, which indeed is not active during switching between FADEC A and B. In that case there is a spark between the relay contacts which are used for switching from A to B. The overvoltage would be at the relay contacts, not at the propeller valve. Therefore not the propeller valve but the relay contacts degrade over time. Tests have shown that the contacts can survive much more switching than would be expected in real life. There is also no known relay contact failure.</p>

EASA AD 09-0151, dated 10 July 2009 addresses the installation of the Vibration Isolator and the new Proportional Pressure Reducing Valve 24V (propeller control valve). Therefore it has been decided not to publish PAD 09-071 as final AD.