


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-039</p> <p>Date: 13 February 2014</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Design Approval Holder's Name: GE Aviation Systems Ltd, trading as DOWTY PROPELLERS</p>	<p>Type/Model designation(s): R391 propellers</p>
<p>TCDS Number: EASA.P.087</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2013-0199 dated 28 August 2013.</p>	
ATA 61	Propellers – Auxiliary Pump – Identification / Replacement
Manufacturer(s):	GE Aviation Systems Ltd, trading as Dowty Propellers (formerly Dowty Rotol Ltd, Dowty Aerospace Propellers, Dowty Aerospace Gloucester or Dowty Propellers)
Applicability:	<p>Model R391/6-132-F/10 and R391/6-132-F/3 propellers, all serial numbers.</p> <p>These propellers are known to be installed on, but not limited to, Alenia Aermacchi C-27J Spartan and Lockheed 382J (C-130J) aeroplanes.</p>
Reason:	<p>Dowty Propellers observed an increasing trend of reduced Mean Time Between Failures (MTBF) of the Auxiliary Pump (AP). Root cause analysis showed that the increasing trend had been associated with Auxiliary Pumps delivered as new or repaired from the year 2010 onwards. Investigation showed that the failures were associated with brush and commutator wear in the motor fitted to the AP (P/N 697096001 for R391/6-132-F/10 propeller and P/N 697065001 for R391/6-132-F/3 propeller).</p> <p>It was identified that an unauthorised change had been made to the material from which the motor brush is manufactured.</p> <p>This condition, if not detected and corrected, could (in combination with other combined failure modes of the engine and propeller control system) lead to unexpected propeller behaviour, possibly resulting in damage to the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2013-0199 requiring a one-time inspection to identify the P/N and serial number (s/n) of the AP motor and, depending on findings, replacement of APs with serviceable</p>

	<p>parts.</p> <p>Since that AD was issued, it was discovered that more s/n of the same P/N AP are affected and therefore not listed in Appendix 1 of EASA AD 2013-0199.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2013-0199, which is superseded, but expands the group of affected AP units.</p>						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 100 flight hours (FH) after the effective date of this AD, identify the P/N and s/n of the AP installed on the propeller and, if a P/N 697096001 or P/N 697065001 AP is installed having a s/n as listed in Dowty Propellers Alert Service Bulletin (ASB) C27J-61-A50 or ASB C130J-61-A112 Revision 2, as applicable, within the threshold indicated in Table 1 of this AD, as applicable, remove the AP from the propeller and replace it with a serviceable AP in accordance with the instructions of Dowty Propellers ASB C27J-61-A50 or ASB C130J-61-A112 Revision 2.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <tr> <th>Accumulated FH since new (first installation on a propeller) by the AP on the effective date of this AD</th><th>Removal Threshold</th></tr> <tr> <td>Less than 650 FH</td><td>Before accumulating 750 FH since new</td></tr> <tr> <td>Equal to or more than 650 FH</td><td>Within 100 FH after the effective date of this AD</td></tr> </table> <p>(2) From the effective date of this AD, installation on any propeller of a P/N 697065001 or P/N 697096001 AP, having a s/n as listed in ASB C27J-61-A50 or ASB C130J-61-A112 Revision 2, as applicable, is allowed, provided that the AP has been recertified (including brush replacement) by Dowty Propellers.</p>	Accumulated FH since new (first installation on a propeller) by the AP on the effective date of this AD	Removal Threshold	Less than 650 FH	Before accumulating 750 FH since new	Equal to or more than 650 FH	Within 100 FH after the effective date of this AD
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Ref. Publications:	<p>Dowty Propellers ASB C27J-61-A50 initial issue dated 08 July 2013.</p> <p>Dowty Propellers ASB C130J-61-A112 Revision 2 dated 06 February 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 06 March 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL2 9QN, The United Kingdom Tel +44 (0) 1452 716067 – Fax +44 (0) 1452 716001 E-mail Mike.Towkan@ge.com. 						