Airworthiness Directive

AD No.: 2018-0075

Issued: 05 April 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:
GE AVIATION CZECH

Type/Model designation(s):
H80-200 engines

Effective Date: 19 April 2018

TCDS Number(s): EASA.E.070

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engines – Beta Switch – Replacement

Manufacturer(s):
GE Aviation Czech s.r.o. (formerly Walter Engines a.s.)

Applicability:
H80-200 engines, in combination with Avia Propeller AV-725 propellers, installed on Aircraft Industries (AI, formerly LET) L 410 UVP-E20 and L 410 UVP-E20 CARGO aeroplanes.

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

The SB: GE Aviation Czech Service Bulletin (SB) SB-H80-76-00-00-0036 Revision 02.

Groups: Group 1 engines are equipped with a Beta switch Part Number (P/N) P-S-2. Group 2 engines are those not equipped with a Beta switch P/N P-S-2.

Reason:
A fatal accident of an L 410 UVP-E20 aeroplane has been reported. Preliminary investigation determined that there was an annunciation of Beta mode on right hand engine, that the propeller went inadvertently behind the fine pitch position and reached a negative thrust position, and that the pitch lock system did not intervene.

This event occurred on approach at a speed and altitude which did not allow the crew to recover this control system malfunction.

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

To address this unsafe condition, GE Aviation Czech issued the SB, providing modification instructions.

For the reason described above, this AD requires modification of the engine. Addressing the same unsafe condition at aeroplane level, EASA also issued AD 2018-0057, requiring modification of affected AI L 410 UVP-E20 and L 410 UVP-E20 CARGO aeroplanes, if equipped with GE Aviation H80-200 engines and Avia Propeller AV 725 propellers.

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

Required as indicated, unless accomplished previously:

Modification/Inspection(s):

(1) For Group 1 engines: Within 25 flight hours, 20 flight cycles, or 30 days, whichever occurs first after the effective date of this AD, inspect and adjust the engine push-pull control P/N M601-76.3, and replace Beta switch P/N P-S-2 with a Beta switch P/N P-S-2A, in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any deficiencies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Parts Installation:

(3) Do not install a Beta switch P/N P-S-2 on an engine, as required by paragraph (3.1) or (3.2) of this AD, as applicable.

(3.1) For Group 1 engines: After modification of the engine as required by paragraph (1) of this AD.

(3.2) For Group 2 engines: From the effective date of this AD.

(4) From the effective date of this AD, it is allowed to install on any AI L 410 UVP-E20 or L 410 UVP-E20 CARGO aeroplane an H80-200 engine, provided it is not a Group 1 engine (see Note 1 of this AD).

Note 1: For the purpose of this AD, removal of an engine from an aeroplane and subsequent re-installation of that engine on that same aeroplane within the same aeroplane maintenance visit does not constitute “installation” as specified in paragraph (4) of this AD.

Ref. Publications:

GE Aviation Czech SB-H80-76-00-00-0036 Revision 02 dated 29 March 2018.

The use of later approved revisions of the above-mentioned document 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.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: GE Aviation Czech, Beranových 65, 199 02 Praha 9 – Letňany, Czech Republic, Tel.: +420 222 538 999; https://www.geaviation.cz/customer-support; E-mail: tp.ops@ge.com.