Emergency Airworthiness Directive

AD No.: 2021-0189-E

Issued: 09 August 2021

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AERO AT Sp. z o.o.

Type/Model designation(s):

ELPROP 3-1-1P propellers

Effective Date: 11 August 2021

TCDS Number(s): EASA.P.009

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2009-0134-E dated 25 June 2009.

ATA 61 – Propeller – Propeller Hub – Inspection / Replacement

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Manufacturer(s):

AERO AT Sp. z o.o. (AERO)

Applicability:

ELPROP 3-1-1P propellers, all serial numbers (s/n).

These propellers are known to be installed on, but not limited to, AERO AT-3R100 and AT-4LSA aeroplanes.

Definitions:

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

The MSB: AERO Mandatory Service Bulletin (MSB) EPB.01.B (s/n up to 3E.088) and MSB EPB.02.B (s/n 3E.089 and higher), as applicable.

Reason:

Occurrences have been reported of finding cracks on the propeller hub during service inspections. Cracks were detected on the propeller hub surface, near the blade attachment bolt holes and in the blade root area.

This condition, if not detected and corrected, could lead to loss of the propeller blade with consequent loss of control of the aeroplane.

To address this unsafe condition, AERO issued MSB EPB.01.B to provide inspection instructions for certain propellers, and EASA issued Emergency AD 2009-0134-E to require repetitive detailed visual inspections of those propeller hubs and, depending on findings, replacement.

Since that AD was issued, additional occurrences were reported of finding propeller hub cracks. Prompted by these findings, AERO issued MSB EPB.02.B applicable to propellers with s/n 3E.089 and higher.

For the reason described above, this AD retains the requirements of EASA Emergency AD 2009-0134-E, which is superseded, and expands the Applicability to all propeller s/n.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before next flight after the effective date of this AD and, thereafter, at intervals not to exceed 50 flight hours, inspect the propeller hub in accordance with the instructions of the MSB.

Corrective Action(s):

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

Terminating Action:

(3) None.

Parts Installation:

(4) From the effective date of this AD, it is allowed to install an ELPROP 3-1-1P propeller on any aeroplane, provided that, before next flight after installation, the hub passes an inspection (no discrepancies found) and that, following installation, it is inspected as required by this AD.

Ref. Publications:

AERO MSB EPB.01.B original issue (1) dated 14 May 2009

AERO MSB EPB.02. B original issue (1) dated 20 July 2021.

The use of later approved revisions of the 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AERO AT Sp. z o. o., ul. COP-u 2, 39-300 Mielec, Poland,
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