

Subject: ATR - ATR72 registered SE-MDB, on 30/11/2014

Reply to Safety Recommendation SWED-2016-002 received on 19/10/2016

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| Safety Recommendation: | EASA is recommended to: Consider introducing temporary limitations in the manoeuvring envelope, or limitations of the power ranges within the latter, until the problem is resolved and rectified. (RL 2016:07 R1) |
| Response: | <p>On 19 January 2016, EASA issued Safety Information Bulletin (SIB) 2015-03R1. Since then, there were no further events on record where propeller vibration caused damage to the hardware.</p> <p>Operators flying aeroplanes as defined in the Applicability of this SIB should follow as much as possible the aeroplane manufacturer recommendation for a standard descent speed at maximum 240 knots (refer to ATR Flight Crew Operating Manual – Section 3.07). If, for any reason, during descent the speed becomes close to VMO and the power levers have to be reduced to ‘flight idle’ position, a smooth and progressive reduction of the power levers should be accomplished.</p> <p>Additionally, the UTAS company issued in August 2015 (SB568F-61-69) “Propeller - Variable Pitch Aircraft - Introduction Of New Ball Separator”, addressing reduction of internal friction loads which are suspected to contribute to the observed vibrations.</p> <p>Testing coordinated between the Aircraft- and Propeller Type Certificate holder is still ongoing. These tests are necessary to confirm the possible causes of severe vibrations.</p> |
| Status: | Open |

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