



Civil Aviation Safety Authority of Papua New Guinea

(This Airworthiness Directive (AD) is issued pursuant to Section 17 of the PNG Civil Aviation Act 2000 (as amended) and the PNG Civil Aviation Rule Part 39. The continuing Airworthiness of a PNG registered aircraft is contingent upon compliance with all applicable ADs.)

PNG AD/DHC8/22: In-flight Selection of ground Beta-Inspection/Protection

Issue 3:04/02/12

Applicability:

(a) Applies to Bombardier Inc. (formerly de Havilland) DHC-8 Series 100,200 and 300 aircraft, certificated in any category. Excludes all aircraft incorporating the FAA Beta Lockout System (BLS) per Bombardier (de Havilland) Service Bulletin 8-76-24 (Customer Request CR873CH00011).

The operation of existing DHC-8 Series 100,200 and 300 aircraft power levers requires a separate and distinct operation (pulling a trigger mechanism and overcoming the flight idle detent position) to prevent the unintentional operation of the power levers aft of the flight idle position. In addition, the DHC-8 Flight Manuals prohibit in-flight operation of the power levers aft of the flight idle position and clearly states the failure to observe this limitation which could lead to loss of aircraft control, or may result in an engine overspeed condition and consequent loss of engine power.

To provide an additional means of warning and deterring the flight crew against the unintentional operation of the power levers aft of the flight idle position, a Beta warning horn installation per Bombardier (de Havilland) Service Bulletins(SB) 8-34-126,8-76-15,8-76-17/8-76-18 were mandated by Transport Canada Airworthiness Directive CF-99-18. If a flight idle gate trigger is raised while either power lever is at any position on the quadrant and the aircraft is above 20 feet, the warning horn will sound.

This AD has been re-issued to remove ambiguity and clarify the following: (1) Remove all reference to the FAA AD 2005-13-35, (2) To mandate the installation of Bombardier SB 8-76-24 as the 'preferred' system to be installed on Papua New Guinea registered aircraft that would prevent the in-flight selection of ground beta and (3) To add guidance notes to Operators on the accepted process for requesting alternate means of compliance and/or extensions to compliance stated time limits.

Requirement:

(b) Before further flight and at intervals not exceeding 50 hours thereafter, accomplish the following in accordance with Bombardier (de Havilland) maintenance requirements document reference PSM 1-8-7 TC revision 19 or later Transport Canada approved revision:

1. An operational check of the beta warning horn.
2. An operational check of the beta-backup system.
3. An operational check of the propeller overspeed governors.

4. Install placard in a prominent location on the instrument panel of the cockpit that states:

“Positioning of the power levers below flight idle stop during flight is prohibited. Such action may lead to loss of aircraft control, or may result in an engine overspeed condition and consequent loss of engine power”.

- (c) Within seven (7) days of the effective date of this AD - amend the DHC-8 Minimum Equipment List (MEL) in accordance with the requirements of this AD listed in the following table:

System Affected	MMEL reference	MMEL category	Action required
AFCS Autopilot functions	22-1	C	Change to category A.
	22-1	C	(M) Maybe inoperative for two (2) flight sectors only, provided weather minimums or operating procedures are not dependent on its use.
	22-1	C	(M) Aircraft must not depart an airport where repairs or replacements can be accomplished.
Radio Altimeter System	34-2	A	Remove from MEL
Reverse Beta Warning Horn System	61-4	A	Remove from MEL

(d) Within 120 days after 05 November, 2011, Operators are required to install the FAA Beta Lockout System (BLS) as per Bombardier (de Havilland) SB 8-76-24 (CR873CH00011). Following the accomplishment of this installation, the aircraft would be fully compliant with this AD and all the requirements of paragraphs (b) and (c) of this AD may be removed.

Compliance:

Operators are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been accomplished.

This AD is effective from 04 November, 2011.

(Note: Operators may apply in writing to the Director for acceptance of an alternate means of compliance (AMOC) per CAR 39.13. Any extension request to the compliance times beyond the permitted limits in CAR 39.15 will be assessed and approved by the Director on a safety 'case-by-case' basis.)



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Director

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