
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Propellers - General**AD/PROP/6****"Fastprop" Propeller De-Icers****13/2005**

Applicability: Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers, part numbers (P/Ns) P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11, installed.

Note 1: A list of the propellers that these propeller de-icers may be installed on but not limited to, can be found in Table 1 of FAA AD 2005-18-20.

- Requirement:**
1. Inspect the "FASTprop" propeller de-icers in accordance with paragraphs 2.A(3) through (5) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated 15 November 2004.
 2. If any "FASTprop" propeller de-icer fails the inspection detailed in Requirement 1, then the "FASTprop" de-icer must be repaired or replaced in accordance with paragraphs 2.A(3) through (5) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems ASB No. 30-60-00-1.
 3. Visually check the "FASTprop" propeller de-icer in accordance with paragraph 2.A(2) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems ASB No. 30-60-00-1.

The pilot may conduct the visual check detailed in Requirement 3 when carrying out the daily inspection of the aeroplane. Certification for the daily inspection of the aeroplane implies that the visual check has been accomplished. If the inspection fails the criteria detailed then a defect must be entered in the maintenance release and Requirement 4 carried out before the next flight.

4. If any "FASTprop" propeller de-icer fails the visual check detailed in Requirement 3, then the "FASTprop" de-icer must be inspected, repaired, or replaced as necessary.

Terminating Action

Terminating action for this AD is accomplished when the "FASTprop" propeller de-icer is removed and replaced with an approved propeller de-icer in accordance with paragraph 2.A(2) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems ASB No. 30-60-00-1.

Note 2: FAA AD 2005-18-20 Amdt 39-14261 refers.

Propellers - General

AD/PROP/6 (continued)

- Compliance:
1. Within 10 hours after the effective date of this AD.
 2. Before further flight after the effective date of this AD.
 3. Once per day of operations either during the pilot's first pre-flight inspection of the day or to be accomplished by maintenance personnel when available.
 4. Before the next flight.

This Airworthiness Directive becomes effective on 22 December 2005.

Background: This AD results from reports of Goodrich "FASTprop" propeller de-icers becoming loose or debonded, and detaching from propeller blades during operation. The actions detailed in this AD are to prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade, resulting in damage to the airplane, and possible injury to passengers and crewmembers.



James Coyne
Delegate of the Civil Aviation Safety Authority

8 November 2005