National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: December 8, 2016

In reply refer to: A-16-54

Mr. John Saabas
President
Pratt & Whitney Canada
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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Pratt & Whitney Canada to take action on the safety recommendation being issued in this letter.

On December 5, 2016, we adopted our report about preventing the incorrect installation of the reversing lever (beta arm) in Pratt & Whitney Canada PT6A engines.[1] Additional information about the investigative background and analysis that led to the resulting recommendations may be found in the safety recommendation report, which can be accessed at our Aviation Information Resources webpage under NTSB report number ASR-16-007.

As a result of this investigation, we issued one new recommendation to the Federal Aviation Administration and the following new recommendation to Pratt & Whitney Canada:

[1] National Transportation Safety Board, *Preventing Incorrect Installation of the Beta Arm in Pratt & Whitney Canada PT6A Engines*, NTSB/ASR-16-007 (Washington, DC: National Transportation Safety Board, 2016).

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As soon as practicable, complete the development and implementation of a redesigned guide pin assembly for PT6A engines to prevent the possibility of the reversing lever (beta arm) and guide pin being incorrectly installed.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman