EASA	AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE
	AD No.: 2013-0034-CN **Date: 13 July 2015** Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

Design Approval Holder's Name:	**Type/Model designation(s):**
HONEYWELL INTERNATIONAL, INC.	TPE331 engines

TCDS Numbers:	USA E3WE and E4WE
Foreign AD:	FAA AD 2015-12-04 dated 17 June 2015.
Cancellation:	This Notice cancels EASA AD 2013-0034 dated 19 February 2013.

ATA 73	**CANCELLED: Engine Fuel & Control – Woodward Fuel Control Unit – Inspection / Repair / Replacement**
Manufacturer(s):	Honeywell International, Inc. (formerly AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona).
Applicability:	TPE331 series turboprop engines, as identified in FAA AD 2015-12-04. These engines are known to be installed on, but not limited to, aeroplanes listed in Appendix 1 of this AD-CN.
Reason:	In June 2006, the Federal Aviation Administration (FAA), State of Design authority for Honeywell International Inc. TPE331 series turboprop engines, issued AD 2006-15-08 for engines with certain Woodward fuel control unit (FCU) assemblies installed. That AD was prompted by reports of loss of the fuel control drive, leading to engine overspeed, over-torque, over-temperature, and asymmetric thrust in multi-engine aeroplanes. This condition, if not detected and corrected, could result in uncontained rotor failure, damage to the aeroplane and injury to occupants. To address this unsafe condition, the FAA AD required initial and repetitive dimensional inspections of the fuel control drive to detect wear or damage and, depending on findings, repair or replacement of the FCU. The AD also required, for multi-engine aeroplanes, replacement of all affected FCU assemblies with modified FCU assemblies, which would constitute terminating action for the repetitive inspections. In August 2006, EASA adopted FAA 2006-15-08 for the affected engines, installed on aeroplanes registered in EASA Member States. Since that AD was issued, the FAA determined that additional FCU assembly P/Ns were affected, and that the compliance deadline (31 December 2012) and assembly replacement after removal for cause or overhaul were no longer

	required. After reviewing all available information, the FAA decided to eliminate the existing compliance deadline and to no longer require modifying the FCU. In addition, initial and repetitive inspections of the fuel control drive had proven to be effective in preventing spline failures, and those requirements were to be retained. The FAA also determined that cautionary information and procedures were needed to inform the operator of the probable engine responses and operating instructions following a loss of drive between the engine driven fuel pump and fuel control governor system. These engine responses are dependent on the phase of operation (ground engine start, ground or flight operations). Based on these findings, the FAA informed EASA of their intention to issue a new AD, superseding FAA AD 2006-15-08. EASA supported the findings and decisions of the FAA but at that time, no new FAA AD was available. Consequently, EASA issued AD 2013-0034, expanding the population of affected FCU, retaining only the repetitive inspections (including corrective actions, depending on findings), incorporating installation of modified FCU as an optional terminating action, and deleted the requirement to modify an FCU that was removed for cause. That AD also required insertion of uncommanded engine overspeed procedures into the Airplane Flight Manual (AFM), Pilot Operating Handbook (POH), or Manufacturer's Operating Manual (MOM). As a result of the issuance of EASA AD 2013-0034, FAA AD 2006-15-08 was no longer the required AD for affected engines, installed on aeroplanes registered in Europe. More recently, FAA have issued AD 2015-12-04, which supersedes FAA AD 2006-15-08 and addresses the same unsafe condition and contains the same requirements as those of EASA AD 2013-0034. Consequently, EASA have decided to adopt FAA AD 2015-12-04. For the reasons described above, this Notice cancels EASA AD 2013-0034.
Effective Date:	22 July 2015
Required Action(s) and Compliance Time(s):	Not applicable
Ref. Publications:	Honeywell Operating Information Letter (OIL) OI331-12R6, and OIL OI331-18R4, both dated 26 May 2009.
Remarks:	1. Enquiries regarding this AD-CN should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 2. For any question concerning the technical content of this AD-CN, please contact: Honeywell International Inc., Technical Data Distribution, 111 South 34th Street, Phoenix, Arizona 85034-2802, United States of America; Telephone: 800-601-3099 (US/Canada) or +1 602-365-3099 (International).

Appendix 1 – TPE331 engines are known to be installed on, **but not limited to**, the following Aeroplanes:

TC holder (manufacturer)	**Type(s)**
Allied Ag Cat Productions (formerly Schweizer, Grumman)	G-164 series
BAE Systems (formerly British Aerospace, Scottish Aviation, Handley Page)	Jetstream 31 and 32 series, HP.137 Jetstream Mk.1
EADS CASA (formerly CASA)	C-212 series
Hawker Beechcraft (formerly Raytheon, Beech Aircraft Corporation)	B100, C90 and E90
M7 Aerospace (formerly Fairchild, Swearingen)	SA226, SA227 series
Mitsubishi Heavy Industries (Mitsubishi Aircraft International)	MU-2B series
Pilatus Aircraft (incl. Fairchild production)	PC-6/C series
Polskie Zaklady Lotnicze	PZL M18 series
RUAG (formerly Fairchild-Dornier, Dornier Luftfahrt)	Dornier 228 series
Short Brothers plc	SC7 (Skyvan) series
Thrush Aircraft, Inc. (formerly Ayres, Rockwell)	S-2R series
Twin Commander (formerly Gulfstream, Rockwell)	680, 690 and 695 series