



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-039

Issued: 20 February 2020

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

GE AVIATION CZECH

Type/Model designation(s):

H75 and H80 engines

Effective Date: [TBD – standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.070

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel and Control – Fuel Control Unit – Functional Check / Replacement

Manufacturer(s):

GE Aviation Czech (GEAC) s.r.o., formerly Walter Engines a.s.

Applicability:

H75-200, H80-100 and H80-200 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Thrush Aircraft Inc. (formerly Quality, Ayres, Rockwell) S-2R and Viking Air Ltd. (formerly de Havilland Canada) DHC-3 Otter.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: GEAC Alert Service Bulletin (ASB) ASB-H75-73-00-00-0022 and ASB-H80-73-00-00-0052 (single document).

Affected part: Fuel Control Unit (FCU), having Part Number (P/N) LUN 6590.07-8.

Serviceable part: An FCU having P/N LUN 6590.71-8.



Groups:

Group 1 engines are those that have an affected part installed, and are intended for installation on single-engine aeroplanes.

Group 2 engines are those that do not have an affected part installed, or engines with an affected part installed, when installed on a multi-engine aeroplane.

Reason:

Several occurrences have been reported of engine gas generator speed (Ng) rollbacks below idle on engines equipped with an affected part.

The investigation determined that during these events the engine control lever (ECL) was set to idle, and identified as contributing factors specific environmental temperatures, possibly in combination with a high power off-take. The idle setting may be used in flight, in particular during the approach phase.

This condition, if not detected and corrected, may lead to loss of engine power and eventually, on a single engine aeroplane, possibly result in loss of control.

To address this potential unsafe condition, GEAC issued the ASB providing applicable instructions.

For the reason described above, this AD requires, for engines installed on single-engine aircraft, repetitive functional checks of the affected part and, eventually, replacement with serviceable part.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Functional Check:

- (1) For Group 1 engines: Within 100 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 100 FH, accomplish a functional check of the affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during any functional check as required by paragraph (1) of this AD, any deficiencies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB, or contact GEAC for applicable corrective action(s) and, within the compliance time as specified herein, accomplish those instructions accordingly.

Modification(s):

- (3) For Group 1 engines: During the next engine overhaul, or within 44 months, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

Terminating Action:

- (4) Installing a serviceable part on an engine as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the functional checks as required by paragraph (1) of this AD for that engine.



Parts Installation:

- (5) For Group 1 engines: After modification of an engine as required by paragraph (3) of this AD, do not install an affected part on that engine.

Engine Installation:

- (6) From the effective date of this AD, do not install a Group 1 engine on a single-engine aeroplane.

Ref. Publications:

GE Aviation Czech ASB-H75-73-00-00-0022, ASB-H80-73-00-00-0052 (single document), original issue dated 06 February 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation 19 March 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: GE Aviation Czech, Beranových 65, 199 02 Praha 9 – Letňany, Czech Republic, Telephone: +420 222 538 999, Website: <https://www.geaviation.cz/customer-support>, E-mail: tp.ops@ge.com.

