



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-144

Issued: 25 October 2022

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 s.r.o.

Type/Model designation(s):

M601, H75, H80 and H85 engines

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

TCDS Number(s): EASA.E.070

Foreign AD: Not applicable

Supersedure: None

ATA 76 – Engine Controls – Propeller Governor – Replacement

Manufacturer(s):

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

Applicability:

M601E-11AS, M601E-11S, M601FS, H75-100, H80-100 and H85-100 engines, all serial numbers, when installed on single-engine aeroplanes.

These engines are known to be installed on, but not limited to, Air Tractor AT-400 and AT-500 series; Allied Ag Cat Productions Inc. (formerly Grumman) G-164 series; and Thrush Aircraft (formerly Quality, Ayres, Rockwell) 510G and S-2R series.

Definitions:

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

The ASB: GEAC Alert Service Bulletin (ASB) SB-M601F-76-00-00-0071, SB-M601E-76-00-00-0121, SB-H85-76-00-00-0052, SB-H75-76-00-00-0063 and SB-H80-76-00-00-0108 (issued as single document).

Affected part: Propeller governors, having Part Number (P/N) P-W11-1 or P/N P-W11-2.



Serviceable part: Propeller governors, having P/N P-W11-4 or P/N P-W11-5.

Groups: Group 1 are engines having an affected part installed. Group 2 are all engines which are not Group 1.

Reason:

Occurrences were reported of multiple needle bearing failures, installed in the affected part. Further investigation revealed that those failures were caused by needle bearing debris self-generation, which led to oil contamination.

This condition, if not corrected, could lead to loss of propeller control oil pressure, possibly resulting in an engine failure and consequent reduced control of, and damage to, the aeroplane.

To address this potential unsafe condition, GEAC developed a new design propeller governor, and issued the ASB, as defined in this AD, providing replacement instructions.

For the reason described above, this AD requires replacement of affected parts for engines installed on single-engine aeroplanes. This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 engines: Within 40 months after the effective date of this AD, replace the affected part with a serviceable part, in accordance with the instructions of the ASB, as applicable.

Part(s) Installation:

- (2) Do not install an affected part on any engine, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 engines: After replacement as required by paragraph (1) of this AD.

(2.2) For Group 2 engines: From the effective date of this AD.

Ref. Publications:

GEAC ASB SB-M601F-76-00-00-0071, SB-M601E-76-00-00-0121, SB-H85-76-00-00-0052, SB-H75-76-00-00-0063 and SB-H80-76-00-00-0108 (issued as single document) original issue dated 11 August 2022.

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 on 22 November 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
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.co.

