



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-137

Issued: 12 November 2024

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):

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 73 – Engine Fuel & Control – Fuel Control System – Additive Application

Manufacturer(s):

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

Applicability:

H75-100, H75-200, H80, H80-100, H80-200, H85-100, H85-200, M601D, M601D-1, M601D-2, M601D-11, M601D-11NZ, M601E, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601E-21, M601F, M601FS, M601Z, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Aircraft Industries (formerly LET) L-410 series and L-420; Air Tractor AT-300, AT-400 and AT-500 series; Allied Ag Cat Productions Inc. (formerly Grumman) G-164 series; Thrush Aircraft (formerly Quality, Ayres, Rockwell) 510G and S-2R series; Viking Air Ltd (formerly de Havilland Canada) DHC-3 Otter; Zlin Aircraft Z-37T series; and PAC FU-24 aeroplanes.

Definitions:

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

The ASB: GEAC Alert Service Bulletin (ASB) SB-000469 Revision 01.



Reason:

Occurrences were reported, where Fuel Control Unit (FCU) did not respond to the engine control lever inputs. Further investigation revealed some fuel deposits observed on mating surfaces of FCU internal valves.

This condition, if not corrected, could lead to increased friction and, consequently, delayed or no FCU response to movement of engine control lever, with possible consequent reduced engine power control.

To address this potential unsafe condition, GEAC published the ASB, as defined in this AD, providing instructions for periodical application of a Lubricity Improver Additive (LIA).

For the reason described above, this AD requires repetitive LIA application.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Additive Application:

- (1) Within 100 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 100 FH, apply a LIA in accordance with the instructions of the ASB.

Terminating Action(s):

- (2) None.

Ref. Publications:

GEAC ASB SB-000469 Revision 01 dated 14 March 2024.

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 10 December 2024.
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.com.

