Airworthiness Directive

AD No.: 2020-0082

Issued: 01 April 2020

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

GE AVIATION CZECH

Type/Model designation(s):

H75 and H80 engines

Effective Date: 15 April 2020

TCDS Number(s): EASA.E.070

Foreign AD: Not applicable

Supersedure: None

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

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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 aeroplanes.

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.
Group 2 engines are those that do not have an affected part installed.

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 installed on single engine aeroplanes: 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 actions(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) Do not install an affected part on any engine, as required by paragraph (5.1) or (5.2) of this AD, as applicable:

(5.1) For Group 1 engines: After modification of an engine as required by paragraph (3) of this AD.

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

Exemption:

(6) Paragraphs (3) and (5) of this AD do not apply to engines installed on, or intended for installation on a multi-engine aeroplane.

Engine Installation:

(7) 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 20 February 2020 as PAD 20-039 for consultation until 19 March 2020. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, 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.