

AlliedSignal (Garrett/AiResearch) Turbine Engines - TPE 331 Series

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section; (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/TPE 331/59

Electronic Engine Controls

**13/2001
DM**

Applicability: TPE331-8, -10N, and -12B turboprop engines with electronic engine controls (EEC's) part numbers (P/N's) 2101322-1, -4, -11, -12, -13, -14, -15 or -16 installed.

Note 1: These engines are installed on but not limited to Cessna Aircraft Company Model 441 Conquest aeroplanes.

Requirement: 1. If not previously accomplished, amend the applicable Aircraft Flight Manual (AFM) Emergency Procedures and Normal Procedures Section to provide interim emergency procedures to flight crews, by inserting the Temporary Revisions (TR) specified in the following table:

Aeroplane Serial Number (S/N)	AFM Affected	Temporary Revision
441-0001 through 441-0172	D1561-14-13PH through Revision 14 dated 9 January 1998	D1561-14TR2 through D1561-14TR8 dated 20 November 2000 D1561-14TR9 dated 11 April 2001
441-0173 and higher	D1586-11-13PH through Revision 11 dated 9 January 1998	D1586-11TR2 through D1586-11TR5 dated 20 November 2000 D1586-11TR7 and D1586-11TR8 dated 20 November 2000 D1586-11TR9 dated 7 March 2001 D1586-11TR10 dated 11 April 2001.

Owners or operators of aeroplanes that have been modified by supplemental type certificate (STC), where the AFM conflicts with the TR's specified in Requirement 1, must contact the Manager, Engineering Support Branch (ESB), Civil Aviation Safety Authority, to have their AFM's reviewed and approved.

The ESB Manager may be contacted at the following address:

PO Box CP57
Condell Park NSW 2200

Facsimile (02) 9780 3060

2. Replace all existing EECs P/N's 2101322-1, -4, -11, -12, -13, -14, -15 and -16 with serviceable EECs. (For the purposes of this Directive, a serviceable EEC is an EEC with a P/N that is not specified in this Directive.)

Information regarding the replacement of existing EEC's is available in Honeywell Alert Service Bulletins TPE331-A76-0035 dated 23 July 2001, TPE331-A76-0036 dated 23 July 2001, and TPE331-A76-0037 dated 23 July 2001.

When all EECs have been replaced in the aeroplane with serviceable EECs, the AFM TRs specified in Requirement 1 may be removed from the AFM.

Note 2: FAA AD 2001-21-02 Amdt 39-12472 refers.

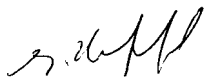
Compliance: For Requirement 1 - Within 30 days after the effective date of this Directive.

For Requirement 2 - Before 31 August 2003.

This Airworthiness Directive becomes effective on 19 November 2001.

Background: The United States Federal Aviation Administration received a report of an engine experiencing an uncommanded full power increase during an approach while both engine power levers were at the flight idle gate. There have been numerous incidents where these engines have experienced uncommanded engine flow increases during flight and ground operations.

This Directive requires revision of the Emergency and Normal Procedures section of the applicable AFM until the existing EEC's are replaced. These actions are intended to minimize exposure to flight and ground operations that could lead to the loss of control of the airplane due to asymmetric thrust and an uncommanded torque increase.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

6 November 2001