



## Airworthiness Directive

**AD No.:** 2025-0022

**Issued:** 21 January 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):

M601, H75, H80 and H85 engines

**Effective Date:** 04 February 2025

**TCDS Number(s):** EASA.E.070

**Foreign AD:** Not applicable

**Supersedure:** None

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

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### 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 the 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 the 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 12 November 2024 as PAD 24-137 for consultation until 10 December 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.

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](mailto:tp.ops@ge.com).

