



U.S. Department
of Transportation

**Federal Aviation
Administration**

**Transport Airplane Directorate
Los Angeles Aircraft
Certification Office**

3960 Paramount Boulevard
Lakewood, California 90712-4137

October 6, 2011

In reply refer to: 140L-11-346

Turbine Standard, LTD
C/O Council 331
ATTN.: Mr. Dave Corwin
10550 Industrial Road
Holland, OH 43528

Reference: Email to the Federal Aviation Administration (FAA) dated August 22, 2011 requesting an alternative method of compliance (AMOC) to Airworthiness Directive (AD) 2006-15-08.

Dear Mr. Corwin:

Subject: Alternative method of compliance (AMOC) to Airworthiness Directive (AD) 2006-15-08 for a TPE331 series engines

The Federal Aviation Administration (FAA) has received your email dated August 22, 2011 requesting an AMOC to AD 2006-15-08. Paragraphs (f) and (g) of the Compliance Section in AD 2006-15-08 require initial and repetitive dimensional inspections of Woodward Fuel Control Units (FCUs) with steel splines and Paragraphs (h), (i), and (j) require the replacement of steel splined FCUs no later than December 31, 2012. This AD is applicable to Honeywell International Inc. TPE331-1, -2, 3, -5, -6, -8, -10, -11 and -12 series engines.

You are requesting approval of your data that attempts to show an equivalent level of safety to the current 1000 hour inspection and modified FCU requirements in AD 2006-15-08. Your proposal requests that FCU drive splines with accelerated wear be inspected at a different frequency from splines without accelerated wear. Your proposal also compares the modified FCUs with the unmodified (steel spline) FCUs, before and after the implementation of AD 2006-15-08 in the areas of service difficulties, logistical support, costs, and failure modes and effects.

We have reviewed your request and conclude that there is insufficient data to address spline wear and the substantiation for the proposed changes to the existing 1000 hour inspection requirement. Therefore, the 1000 hour inspection required by AD 2006-15-08 will remain in effect.

However, your data does support the continued use of the unmodified (steel spline) FCU with 1000 hour initial and repetitive dimensional inspections as specified in the conditions

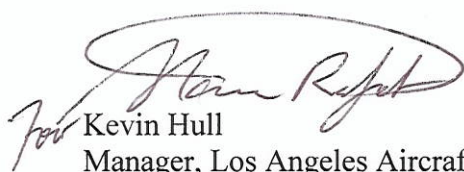
applicable (below) as an acceptable AMOC. Therefore, this office approves the continued use of Paragraphs (f)(1) and (g)(1) of AD 2006-15-08 as an AMOC. In addition, this office acknowledges that by approving this AMOC, Paragraphs f(2), (f)(3), (g)(2), (g)(3), (h), (i), (j), (k)(1), and (k)(3) of AD 2006-15-08, which includes replacement of an unmodified (steel spline) FCU with a modified FCU, and the calendar deadline of December 31, 2012, are no longer applicable.

In accordance with FAA Order 8110.103A, dated September 28, 2010, the following conditions apply:

1. All provisions of AD 2006-15-08 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
2. Honeywell's engine model and FCU part number applicability as stated in Paragraph (c) in AD 2006-15-08 remains unchanged.
3. The initial and repetitive dimensional inspection information addressed in Paragraphs (f)(1) and (g)(1) of AD 2006-15-08 and contained in the applicable Honeywell's TPE331 Maintenance Manuals Section 72-00-00 current as of September 2011 is considered acceptable.
4. Paragraph (o) in AD 2006-08-15 will be superseded by the following information pertaining to operating recommendations for applicable engines after a fuel control drive failure. That information is contained in OI331-12R6 dated May 26, 2009 for multi-engine airplanes and OI331-18R4 dated May 26, 2009 for single-engine airplanes.
5. This approval is transferable to any engine and to other operators.
6. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
7. The Los Angeles Aircraft Certification Office (LAACO) will revoke this AMOC if the LAACO later determines that this AMOC does not provide an acceptable level of safety.

Should you have any questions, please contact this office Mr. Joseph Costa at joseph.costa@faa.gov or phone at (562) 627-5246 or fax (562) 627-5210.

Sincerely,



Kevin Hull
Manager, Los Angeles Aircraft Certification Office