

SUBJECT: Engine Control System Fault Interrogation

Aircraft Type: Eclipse 500

Effectivity: Aircraft Serial Numbers 000001 – 000300

Applicability: Post SB 500-99-001 Aircraft

1. SUMMARY:

This letter communicates the difference between the Engine Condition Trend Monitoring (ECTM) data collected and transmitted by the DSU and the Engine Control System Fault Interrogation required by chapter 5 of the PW610 maintenance manual.

2. BACKGROUND

Eclipse Aerospace has received enquiries about the need to perform the Engine Control System Fault Interrogation every 90 days as required by chapter 5 of the PW610 maintenance manual on aircraft that are transmitting ECTM data to the WebECTM system.

Task 05-20-00-210-801 in the PW610F-A maintenance manual requires an Engine Control System Fault Interrogation at intervals not exceeding 300 hours or three calendar months, whichever comes first. This is the task most people know as the “90 day FADEC”. This task looks for FADEC fault codes in the DSU’s flight history data, it does not monitor for changes in engine condition.

The ECTM data messages are transmitted to CAMP Systems’ WebECTM system via satellite as part of a Pratt & Whitney Canada Eagle Service Plan (ESP). They contain typical engine performance data such as TLA, ITT, N1, and N2. The WebECTM system automatically monitors engine condition by tracking performance over time. The ECTM data messages do not contain FADEC fault data.

Aircraft that are transmitting ECTM data still require an Engine Control System Fault Interrogation every 3 months.

3. ECLIPSE ACTION

Eclipse Aerospace is providing this SIL to clarify the engine maintenance manual and ESP requirements.

4. Suggested Operator Action

Aircraft operators should continue to follow all airframe and engine maintenance schedule requirements.

5. Export Control

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