



EASA Certification Information

No.: 2009 - 16
Issued: 17 November 2009

Subject: **Withdrawal of TURBOMECA support for ASTAZOU XIV C, XIV C1, XIV E, XIV E1, XVI C1, XVI F and XVI F1 turboprop engines**

Background: ASTAZOU XIV C, XIV C1, XIV E, XIV E1, XVI C1, XVI F and XVI F1 engines are not approved under an EASA engine TC¹. EU member state approvals from the past, however, are “grandfathered”, and may therefore be deemed equivalent to EASA approvals. According to the best information available to EASA, the approval status of the subject engines is as follows.

ASTAZOU XIV C: approved under CAA UK TC BA4 for the HANDLEY PAGE HP 137 JETSTREAM 1 aircraft.

ASTAZOU XIV C1: approved under CAA UK TC BA4 for the HANDLEY PAGE HP 137 JETSTREAM 1 aircraft.

ASTAZOU XIV E: approved under BAZL Switzerland TC F56-10 and DGAC France TC IM23 for the PILATUS PC-6 aircraft.

ASTAZOU XIV E1: approved under BAZL Switzerland TC F56-10 and DGAC France TC IM23 for the PILATUS PC-6 aircraft.

ASTAZOU XVI C1: approved under CAA UK TC BA4 for the HANDLEY PAGE HP 137 JETSTREAM 200 aircraft.

ASTAZOU XVI F: approved under CAA UK TC BA4 for the HANDLEY PAGE HP 137 JETSTREAM 200 aircraft.

ASTAZOU XVI F1: approved under CAA UK TC BA4 for the HANDLEY PAGE HP 137 JETSTREAM 1 aircraft.

Notwithstanding the absence of an EASA engine TC, TURBOMECA S.A., 64511 Bordes Cedex, France, the designer of the ASTAZOU XIV C, XIV C1, XIV E, XIV E1, XVI C1, XVI F and XVI F1 engines, has, until now, provided a level of support for these engines commensurate with that normally provided by a TC-holder.

TURBOMECA has recently informed EASA that, to the best of its belief, there are no longer any ASTAZOU XIV C, XIV C1, XIV E, XIV E1, XVI C1,

¹ The ASTAZOU XIV C, XIV C1, XVI C1, XVI F and XVI F1 are approved by the FAA under engine TC E8EU.

XVI F and XVI F1 engines in operation, and that consequently it intends to withdraw support for these engines. TURBOMECA will continue to support the ASTAZOU XIV B turboshaft engine installed in the EUROCOPTER SA 319 B ALOUETTE III helicopter, and the ASTAZOU XIV H turboshaft engine installed in the EUROCOPTER SA 342 GAZELLE helicopter. The engines mentioned in this paragraph are the only ASTAZOU XIV and XVI engines currently approved for civil operation².

EASA is issuing this Certification Information because the perception may exist that TURBOMECA is the EASA TC-holder for the ASTAZOU XIV C, XIV C1, XIV E, XIV E1, XVI C1, XVI F and XVI F1 engines, and because withdrawal of support by TURBOMECA may have the same consequences for owners and operators of aircraft equipped with these engines as surrender of an engine TC.

EASA hereby asks you to communicate the aforementioned information to any natural or legal person to whom this withdrawal of TURBOMECA support could be of direct and individual concern as well as to other possible interested persons. When doing so, EASA also asks you to inform them about the possibility, until **14 December 2009**, of commenting on the above.

A list of the individuals directly concerned and other possible interested persons should be sent to EASA.

Contact: Any request, query or comment should be sent, by 14 December 2009, to:

European Aviation Safety Agency
Attn. Mr. Alastair Caldwell
Postfach 10 11 53
D – 50452 Köln
E-Mail: alastair.caldwell@easa.europa.eu

² Approval of the ASTAZOU XIV G was revoked by DGAC France AD 2002-383(AB). The ASTAZOU XVI Z was approved under the NORD 260 aircraft TC, which was revoked by EASA Certification Information 2009-02.