



## EASA Certification Information

**No.:** 2009 - 04  
**Issued:** 29 January 2009

**Subject:** **Withdrawal of TURBOMECA support for ASTAZOU II C, II D, II E, II F, II G, II J and II K turboprop engines**

**Background:** ASTAZOU II C, II D, II E, II F, II G, II J and II K engines are not approved under an EASA engine TC<sup>1</sup>. However, existing DGAC France and/or other EU member state approvals from the past 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 II C: approved under DGAC France TC 36 / TCDS 104 for the POTEZ 840 aircraft.
- ASTAZOU II D: approved under DGAC France TC 18 / TCDS 63 for the BEECH-SFERMA 60 MARQUIS aircraft.
- ASTAZOU II E: initially approved under BAZL Switzerland TC F56-10 for the PILATUS PC-6 aircraft. The approval was subsequently revoked by DGAC France Airworthiness Directive (AD) 2002-383(AB).
- ASTAZOU II F: approved under DGAC France TC 36 / TCDS 104 for the POTEZ 840 aircraft.
- ASTAZOU II G: approved under BAZL Switzerland TC F56-10 for the PILATUS PC-6 aircraft.
- ASTAZOU II J: approved under DGAC France TC 18 / TCDS 63 for the BEECH-SFERMA 60 MARQUIS aircraft.
- ASTAZOU II K: no record of any EU member state approval has been found. The only known installation of this variant is in the MITSUBISHI MU-2A aircraft.

Notwithstanding the absence of an EASA engine TC, TURBOMECA S.A., 64511 Bordes Cedex, France, the designer of the ASTAZOU II C, II D, II E, II F, II G, II J and II K 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 II C, II D, II E, II F, II G, II J or II K engines in operation, and that consequently it intends to withdraw support for these engines. TURBOMECA will continue to support the ASTAZOU

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<sup>1</sup> The ASTAZOU II C, II D, II E, II G, II J and II K are approved by the FAA under engine TC E2IN.

II A and II A2 turboshaft engines installed in the EUROCOPTER ALOUETTE SA 3180, SA 318 B and SA 318 C helicopters.

EASA is issuing this Certification Information because the perception may exist that TURBOMECA is the EASA TC-holder for the ASTAZOU II C, II D, II E, II F, II G, II J and II K 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 2 March 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 2 March 2009, to:

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