Pratt & Whitney Canada
Une societe de United Technologies/A United Technologies Company

24 March 2010

Mr. Glen Whitney
Senior Investigator
Transportation Safety Board of Canada
200 Promenade du Portage
Place du Centre, 4th Floor
Gatineau, QC
K1A 1K8

Reference: NTSB Draft Report DCA08MA098
Global Exec Aviation, Lear 60, N999LJ
Columbia, SC, September 19th, 2008
TSB file A08F0147, P&WC file 08-128

Dear Glen,

Pratt & Whitney Canada Corp. (P&WC) received the above draft report and would like to thank the NTSB and the TSB of Canada for the opportunity to review it.

Upon review of the report, P&WC believes that there might be misleading information concerning the engine control system as described in section 1.6.2.1;

When reading the description, one is led to believe that the EEC and FADEC are 2 separate units; in fact, the FADEC is a "system" which includes components such as the Thrust Lever, Fuel Metering Unit, and Engine Electronic Control (EEC).

P&WC therefore suggests to modify the text as follows:

Page 26 line 3; add the word "components" after (FADEC) and add a footer note describing the system as follows: "The PW305A engine thrust is controlled by a dual channel full authority digital electronic control (FADEC) system which regulates high pressure rotor speed (N2) and low rotor (fan) speed N1 in response to a pilot-operated Thrust Lever (TLA), ambient conditions, pilot selection and aircraft discrete inputs. The main control system components are the Thrust Lever, Electronic Engine Control (EEC) and the Hydromechanical Fuel Metering Unit (HMU)."

Page 26 lines 4, 7 & 24, Page 27 line 19, Page 45 line 16, Page 86 lines 10 & 12; revise "FADECs" for "FADEC components"

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NTSB Draft Investigation Report DCA08MA098, 24 March. 2010

P&WC concurs with the other report findings concerning the engines.

Yours truly,

PRATT & WHITNEY CANADA CORP.

[redacted]

Marc Gratton
Air Safety Investigator
Service Investigation
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c.c. Richard Benoit, Manager Service Investigation