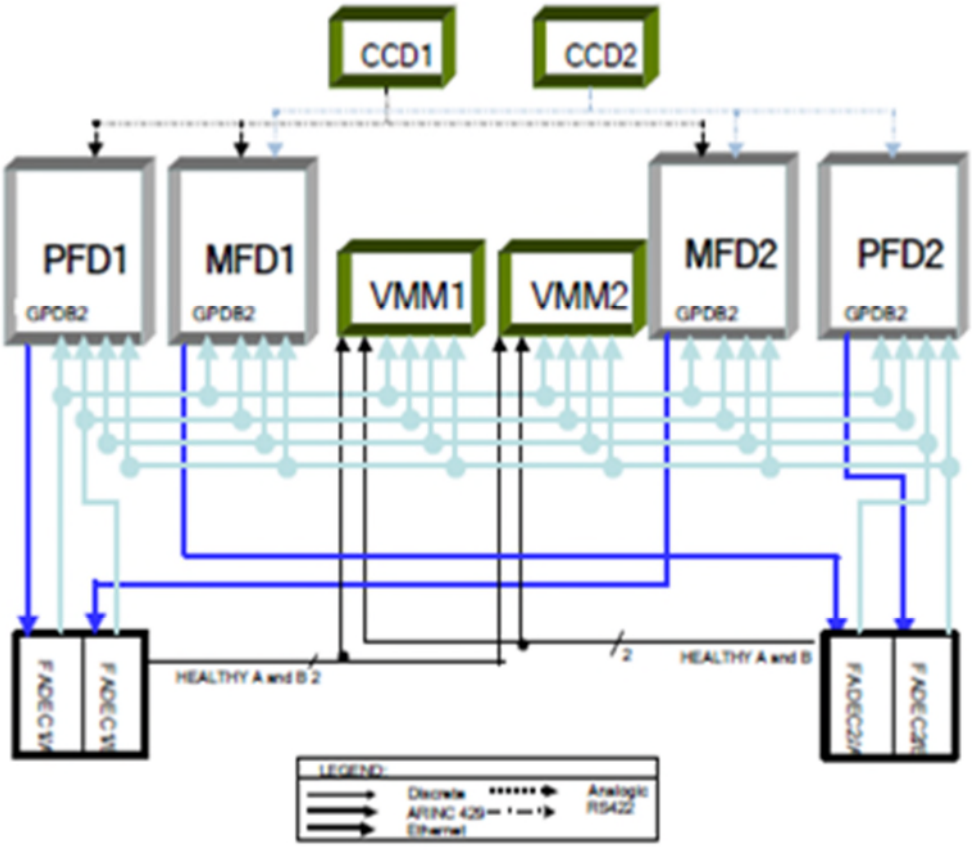
Sikorsky
6900 Main Street - P.O. Box 9729
Stratford, Connecticut 06497-9129

Date:	12 March 2018
To:	Thai Aviation Services Limited
Attention:	Grant Robinson
Regarding:	IGN LSS Fault-Request For Input Parameters Required To Set
Technical Case #:	C0089597

Grant Robinson,

1) The Ignition LSS fault is reported by the FADEC on ARINC (label 356 bit 13 set =1). The ARINC from each FADEC channel is read by the VMM, PFD and MFD's per the diagram below. Further details of the fault data flow and processing from FADEC ARINC to display would need to provide by avionics/Thales. Suffice it to say however that the VMM PFD or MFD would not themselves generate a false indication of IGN LSS fault, i.e. there is not a credible failure mode for VMM, PFD or MFD themselves to set the ARINC bit



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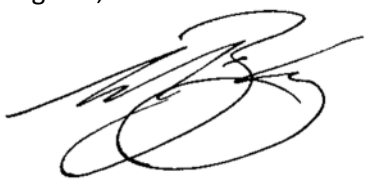
2) The fault can be set in two ways:
    a. Failure of a circuit continuity check. There is a circuit continuity check (wrap around check) automatically performed by FADEC to check circuit integrity between the FADEC and ignition relay. This fault is non-latching unless it occurs 3 times between power up and power down
    b. Failure of the engine to light off within 5 sec of ignitor activation will increment a fault counter by 1 and successful lightoff will decrement the counter by one. If the counter reaches 3 the LSS Ignition fault will be latched and annunciated.

If the Ignition LSS fault is latched, it requires the use of pushbutton switch (See AMM 45-70-00-700-801) to execute the ignition system test (See AMM 80-10-00 and reference to PWC EMM 30L0892), which will clear the fault if the test is successful.

The fault logic is all a function of the PWC FADEC software and PWC should be contacted directly if further detail is required.

Regards,



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