



TECHNICAL INSTRUCTION HAC18-001 Rev. N/C, June 6, 2018

**TECHNICAL INSTRUCTION  
HAC18-001 Rev. N/C, June 6, 2018**

**Airworthiness Directive 2017-23-06**  
(Compressor Bleed Governor)

**MP3A1830 Rod-End Assembly, Female (RH)**  
**INSTALLED ON**  
**GENERAL ELECTRIC CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2,**  
**CF34-8C5A3, CF34-8C5B1 ENGINES**  
**(SEE THE McCLAIN INTERNATIONAL SUPPLEMENT(s) FOR SPECIFIC**  
**MODELS)**

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The only controlled copy can be found at <http://ipc.heico.com> .



## TECHNICAL INSTRUCTION HAC18-001 Rev. N/C, June 6, 2018

### **1. Introduction**

This HEICO Aerospace Technical Instruction (TI) is in response to questions from HEICO customers regarding AD 2017-23-06 (Attachment 1), which among other specific actions instructs operators to inspect the bleed air manifold link rod assemblies on the operability bleed valve (OBV) and to replace any damaged hardware with serviceable parts.

Contact HEICO Customer Support for assistance or questions regarding this Technical Instruction at:

- Telephone: 954-961-9800 (8AM to 5PM EST)
- FAX: 954-987-7585
- Email: [cs@heico.com](mailto:cs@heico.com)

### **2. Discussion**

McClain International, Inc. (A HEICO Company) has received PMA (Attachment 2) for a detail article of the bleed air manifold link rod assembly referenced in AD 2017-23-06. At least one customer has inquired as to whether the PMA article could be installed in lieu of the TCH approved article part specified in the General Electric (GE) Service Bulletin (SB) CF34-8C-AL S/B 75-0019, Revision 1, dated October 24, 2017, and still comply with the AD.

The HEICO position, that the AD does not require replacement of damaged hardware with a specific part number and that the McClain International, Inc. PMA supplement number 110 qualifies part number: MP3A1830 as replacement part for the TCH approved part number: P3A1830 thereby qualifying MP3A1830 as a "serviceable part" not requiring further approval or an approved Alternative Method of Compliance (AMOC) has been confirmed by the FAA.

In their response (Attachment 3) the FAA states, *"Identifying parts by name in the AD 2017-23-06 para (g)(1) and not by part number or list of part numbers, and the use of "hardware" in (g)(2)(ii) is intended to allow for PMA parts without additional AMOCs or other documentation."*

Therefore, the use of McClain International, Inc. part number MP3A1830 may be used to satisfy the AD requirements.

### **3. Material Information**

This document will be maintained and the latest approved revision posted on the HEICO web site at <http://ipc.heico.com>.

### **4. Revision and Approval History**

Initial Release – June 6, 2018

# Attachment 1

[Federal Register Volume 82, Number 219 (Wednesday, November 15, 2017)]

[Rules and Regulations]

[Pages 52830-52832]

From the Federal Register Online via the Government Publishing Office [www.gpo.gov]

[FR Doc No: 2017-24700]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2017-1000; Product Identifier 2017-NE-36-AD; Amendment 39-19100; AD 2017-23-06]

RIN 2120-AA64

### Airworthiness Directives; General Electric Company Turbofan Engines

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

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**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 engines. This AD requires an inspection of the bleed air manifold link rod assemblies and the supply, return, and drain fuel fittings on the operability bleed valve (OBV). This AD was prompted by an engine fire that occurred as a result of malfunctions related to the OBV. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective November 30, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 30, 2017.

We must receive comments on this AD by January 2, 2018.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Fax: 202-493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-

3329; email: geae.aoc@ge.com. You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

## **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1000; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** John Frost, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: [john.frost@faa.gov](mailto:john.frost@faa.gov).

## **SUPPLEMENTARY INFORMATION:**

### **Discussion**

We learned that significant fuel leaks, some resulting in engine fires, have occurred on multiple occasions due to malfunctions related to the OBVs. These valves typically dump operability air into the bleed plenum attached to the engine inner nacelle. The fuel fitting threads have pulled out of the valve body which has led to significant fuel leaks on at least four occasions. On two occasions, these leaks resulted in uncontrolled fires, resulting in significant damage to one of the affected airplanes. This condition, if not corrected, could result in failure of the OBV, engine fire, and damage to the airplane. We are issuing this AD to correct the unsafe condition on these products.

### **Related Service Information Under 1 CFR Part 51**

We reviewed GE Service Bulletin (SB) CF34-8C-AL S/B 75-0019, Revision 01, dated October 24, 2017. The SB describes procedures for inspecting the OBV. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

### **Other Related Service Information**

We reviewed GE CF34-8C SB 75-0019 R00, dated August 4, 2017. The SB describes procedures for inspecting the OBV.

### **FAA's Determination**

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

### **AD Requirements**

This AD requires inspection of the bleed air manifold link rod assemblies and the supply, return, and drain fuel fittings on the OBVs.

## Interim Action

We consider this AD interim action. We will consider further rulemaking action depending on the results of the investigation.

## FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because the compliance time for the required action is shorter than the time necessary for the public to comment and for us to publish the final rule. Therefore, we find good cause that notice and opportunity for prior public comment are impracticable. In addition, for the reason stated above, we find that good cause exists for making this amendment effective in less than 30 days.

## Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the ADDRESSES section. Include the docket number FAA-2017-1000 and Product Identifier 2017-NE-36-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this final rule. We will consider all comments received by the closing date and may amend this final rule because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this final rule.

## Costs of Compliance

We estimate that this AD affects 1,282 engines installed on airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

| Estimated Costs            |                                    |            |                  |                        |
|----------------------------|------------------------------------|------------|------------------|------------------------|
| Action                     | Labor cost                         | Parts cost | Cost per product | Cost on U.S. operators |
| Inspection of OBV fittings | 1 work-hour × \$85 per hour = \$85 | \$0        | \$85             | \$108,970              |

## Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs” describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to engines, propellers, and associated appliances to the Manager, Engine and Propeller Standards Branch, Policy and Innovation Division.

### **Regulatory Findings**

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### **Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

### **PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):



## AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2017-23-06 General Electric Company:** Amendment 39-19100; Docket No. FAA-2017-1000; Product Identifier 2017-NE-36-AD.

**(a) Effective Date**

This AD is effective November 30, 2017.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 engines with serial numbers: 965101 through 965670 inclusive; 194101 through 194999 inclusive; and 195101 through 195653 inclusive.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7531, Compressor bleed governor.

**(e) Unsafe Condition**

This AD was prompted by an engine fire that occurred as a result of malfunctions related to the operability bleed valve (OBV). We are issuing this AD to prevent failure of the OBV. The unsafe condition, if not corrected, could result in failure of the OBV, engine fire, and damage to the airplane.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

(1) Inspect the bleed air manifold link rod assemblies and the OBV supply, return, and drain fuel fittings within 500 flight hours after the effective date of this AD.

(2) Use the Accomplishment Instructions, paragraph 3.B., in GE Service Bulletin (SB) CF34-8C-AL S/B 75-0019 Revision 01, dated October 24, 2017, to do the inspection. Replace parts that fail this inspection according to the following criteria:

(i) Replace any OBV that fails the inspection with a part eligible for installation before further flight.

(ii) Replace any additional hardware that fails inspection within 50 flight cycles. The engine can be returned to service each day for up to the 50 flight cycles if the OBV rosan rings and fittings are examined each day for fuel leaks and looseness based on the criteria in Table 1 of GE SB CF34-8C-AL S/B 75-0019 Revision 01, dated October 24, 2017.

(3) The reporting instructions in paragraphs 3.B.(3), 3.B.(5)(e), 3.B.(6)(e), and 3.B.(8) of GE SB CF34-8C-AL S/B 75-0019 Revision 01, dated October 24, 2017, are not required by this AD.

#### **(h) Credit for Previous Actions**

You may take credit for the actions that are required by paragraph (g) of this AD if you performed these actions before the effective date of this AD using GE CF34-8C SB 75-0019 R00, dated August 4, 2017.

#### **(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### **(j) Related Information**

For more information about this AD, contact John Frost, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: john.frost@faa.gov.

#### **(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) General Electric Company (GE) Service Bulletin CF34-8C-AL S/B 75-0019 Revision 01, dated October 24, 2017.

(ii) Reserved.

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

(4) You may view this service information at FAA, FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 9, 2017.

Robert J. Ganley,  
Manager, Engine and Propeller Standards Branch,  
Aircraft Certification Service.



# Attachment 2

## FEDERAL AVIATION ADMINISTRATION – PARTS MANUFACTURER APPROVAL

McClain International  
A HEICO Aerospace Company  
4785 Roosevelt Highway  
College Park, GA 30349-2417

|                        |                  |
|------------------------|------------------|
| <b>PMA NO.:</b>        | <u>PQ1014CE</u>  |
| <b>SUPPLEMENT No.:</b> | <u>110</u>       |
| <b>DATE:</b>           | <u>9/18/2009</u> |

| <u>Part Name</u> | <u>Part Number</u> | <u>Approved Replacement for Part Number</u> | <u>FAA Approval Basis and Approved Design Data</u>                                                                                      | <u>Make Eligibility</u> | <u>Model Eligibility</u>                                                                                                                                                                                                                                                         |
|------------------|--------------------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Washer           | M55H675            | 55H675                                      | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: M55H675<br>Rev: N/C<br>Date: 07/14/08<br>or later FAA approved revisions    | Pratt & Whitney         | PW4074, PW4077, PW4074D, PW4077D, PW4084D, PW4090, PW4090-3, PW4090D, PW4098                                                                                                                                                                                                     |
| Deflector        | M59T452            | 59T452                                      | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: M59T452<br>Rev: A<br>Date: 05/11/09<br>or later FAA approved revisions      | Pratt & Whitney         | PW4052, PW4052(-3), PW4056, PW4056(-3), PW4060, PW4060(-3), PW4060C, PW4062(-3), PW4062A(-3), PW4152, PW4152(-3), PW4156A, PW4156A(-3), PW4158, PW4158(-3), PW4460, PW4460(-3), PW4462, PW4462(-3), PW4074, PW4077, PW4074D, PW4077D, PW4084D, PW4090, PW4090-3, PW4090D, PW4098 |
| Rack Guide       | M3179515-1         | 3179515-1                                   | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: M3179515-1<br>Rev: N/C<br>Date: 05/20/09<br>or later FAA approved revisions | CFM International       | CFM56-7B18, -7B20, -7B22, -7B24, -7B26, -7B27, -7B26/B1, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2                                                                                                                                                         |

| <u>Part Name</u>     | <u>Part Number</u> | <u>Approved Replacement for Part Number</u> | <u>FAA Approval Basis and Approved Design Data</u>                                                                                        | <u>Make Eligibility</u>    | <u>Model Eligibility</u>                                                                                                                                                                                                     |
|----------------------|--------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Deflector            | M336-026-052-0     | 336-026-052-0                               | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: M336-026-052-0<br>Rev: N/C<br>Date: 4/7/09<br>or later FAA approved revisions | CFM International          | CFM56-5(-5A1), -5A1/F, -5A3, -5A4, -5A4/F, -5A5, -5A5/F, -7B18, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2, -7B27A, -7B22/B2, -7B26/B2 |
| Spherical Ball       | MP3A1831           | P3A1831                                     | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: MP3A130<br>Rev: B<br>Date: 7/28/08<br>or later FAA approved revisions         | International Aero Engines | V2500-A1, V2522-A5, V2524-A5, V2527M-A5, V2527-A5, V2527E-A5, V2530-A5, V2533-A5,                                                                                                                                            |
|                      |                    |                                             |                                                                                                                                           | Airbus                     | A319-131, -132, -133, A320-231, -232, -233, A321-131, -231, -232                                                                                                                                                             |
|                      |                    |                                             |                                                                                                                                           | General Electric           | CF34-8C1, -8C5, -8C5A1, -8C5A2, -8C5A3, -8C5B1                                                                                                                                                                               |
|                      |                    |                                             |                                                                                                                                           | Bombardier                 | CL-600-2C10, -2D15, -2D24                                                                                                                                                                                                    |
|                      |                    |                                             |                                                                                                                                           | Embraer Empresa            | EMB-145, -145ER, -145MR, -145XR, -145MP, -145EP, -135ER, -135LR, -135KE, -135KL, -135BJ                                                                                                                                      |
|                      |                    |                                             |                                                                                                                                           | Rolls Royce                | AE3007A, AE3007A1/1 AE3007A1/2, AE3007A1, AE3007A1P, AE3007A1/3, AE3007A3, AE3007A1E                                                                                                                                         |
| Rod-End Assy, Female | MP3A1830           | P3A1830                                     | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: MP3A130<br>Rev: B<br>Date: 7/28/08<br>or later FAA approved revisions         | International Aero Engines | V2500-A1, V2522-A5, V2524-A5, V2527M-A5, V2527-A5, V2527E-A5, V2530-A5, V2533-A5,                                                                                                                                            |

| <u>Part Name</u>   | <u>Part Number</u> | <u>Approved Replacement for Part Number</u> | <u>FAA Approval Basis and Approved Design Data</u>                                                                                 | <u>Make Eligibility</u>    | <u>Model Eligibility</u>                                                                                              |
|--------------------|--------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------|
|                    |                    |                                             |                                                                                                                                    | Airbus                     | A319-131, A319-132, A319-133, A320-231, A320-232, A230-233, A321-131, A321-231, A321-232                              |
|                    |                    |                                             |                                                                                                                                    | General Electric           | CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5A3, CF34-8C5B1                                                    |
|                    |                    |                                             |                                                                                                                                    | Bombardier                 | CL-600-2C10, CL-600-2D15, CL-600-2D24                                                                                 |
|                    |                    |                                             |                                                                                                                                    | Embraer Empresa            | EMB-145, EMB-145ER, EMB-145MR, EMB-145XR, EMB-145MP, EMB-145EP, EMB-135ER, EMB-135LR, EMB-135KE, EMB-135KL, EMB-135BJ |
|                    |                    |                                             |                                                                                                                                    | Rolls Royce                | AE3007A, AE3007A1/1, AE3007A1/2, AE3007A1, AE3007A1P, AE3007A1/3, AE3007A3, AE3007A1E                                 |
| Rod-End Assy, Male | MP3A1820           | P3A1820                                     | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: MP3A1820<br>Rev: A<br>Date: 7/28/08<br>or later FAA approved revisions | International Aero Engines | V2500-A1, V2522-A5, V2524-A5, V2527M-A5, V2527-A5, V2527E-A5, V2530-A5, V2533-A5,                                     |
|                    |                    |                                             |                                                                                                                                    | Airbus                     | A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231, A321-232                              |

| <u>Part Name</u> | <u>Part Number</u> | <u>Approved Replacement for Part Number</u> | <u>FAA Approval Basis and Approved Design Data</u>                                                                                | <u>Make Eligibility</u> | <u>Model Eligibility</u>                                                                                    |
|------------------|--------------------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------|
| Seal Option      | M56T175            | 56T175                                      | Tests and Computations per 14 CFR § 21.303(c)(4)<br>Dwg No: M56T175<br>Rev: C<br>Date: 11/3/08<br>or later FAA approved revisions | Pratt & Whitney         | PW4161, PW4168, PW4168A<br><br>PW4074, PW4077, PW4074D, PW4077D, PW4084D, PW4090, PW4090-3, PW4090D, PW4098 |

----- End of Listing -----

NOTES:

- 1) Provide minor design changes in a manner as determined by the ACO. Handle major design changes to drawings and specifications in the same manner as that for an original FAA-PMA.
- 2) The FAA approved the ICA for the above parts with their designs. If the TC holder's ICA applies to these replacement parts, provide a statement noting such. If not, provide supplementary ICA per 14 CFR § 21.50. Make referral statements or supplemental ICA readily available per 14 CFR § 21.50.

*for*   
 Melvin D. Taylor, Manager,  
 Atlanta Aircraft Certification Office

*for*   
 Jim Reeves, Manager,  
 Atlanta Manufacturing Inspection District Office

# Attachment 3

**Potter, Eric**

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**From:** Michael.Richardson-Bach@faa.gov  
**Sent:** Friday, June 01, 2018 11:02 AM  
**To:** Potter, Eric  
**Cc:** John.Frost@faa.gov  
**Subject:** RE: AD2017-23-06 question

Mr Potter,

Thank you for contacting us with your question. Engine line responsibilities have shifted since John wrote the AD. I have picked up responsibility for the CF34 engine family. In short, you are correct an AMOC is not required, McClain's part is eligible for use, but written response to your request is going to be limited to this email.

The FAA appreciates your concern about your customer's understanding of the AD requirements. The language in ADs is intended to be as unrestrictive as possible to avoid the kind of letters and documentation you are requesting. Identifying parts by name in the AD 2017-23-06 para (g)(1) and not by part number or list of part numbers, and the use of "hardware" in (g)(2)(ii) is intended to allow for PMA parts without additional AMOCs or other documentation. In this case, that lack of specificity can lead to questions from responsible users.

Since McClain's part is on an approved parts list, it is eligible to be installed. Feel free to forward this email to your customer and or recommend they contact me directly. Per my voice message please call if you have further questions.

Sincerely,

*Michael R-B*

Michael Richardson-Bach  
Aerospace Engineer  
ECO Branch, AIR-7E1  
Phone: +1-781-238-7747  
michael.richardson-bach@faa.gov

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**From:** Frost, John (FAA)  
**Sent:** Thursday, May 31, 2018 8:19 AM  
**To:** Richardson-Bach, Michael (FAA) <Michael.Richardson-Bach@faa.gov>  
**Subject:** FW: AD2017-23-06 question

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**From:** Potter, Eric [<mailto:EPotter@heico.com>]  
**Sent:** Thursday, May 24, 2018 2:48 PM  
**To:** Frost, John (FAA) <[John.Frost@faa.gov](mailto:John.Frost@faa.gov)>  
**Subject:** AD2017-23-06 question

John:

I'm writing in reference to AD2017-23-06 and a potential need for an AMOC. As you are aware, the subject AD requires an inspection of the bleed air manifold link rod assemblies and the supply, return, and drain fuel fittings on the operability bleed valve (OBV) on certain General Electric Company (GE) CF36-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 engines. The inspection is performed in accordance with GE CF348C Service Bulletin 75-0019 R1, dated 10/24/2017. Among the inspections required is a check of Link Rod Assemblies. Bearing, Rod Ends found with wear



outside of the serviceable limit prescribed require replacement with “a serviceable part” according to the SB para. 3.B.(5).(c).

Per the CF34-8C1-8C5, part number P3A1830 is fully interchangeable with the part number B0308015 which is listed in the spare parts section of the SB. McClain has an FAA-PMA part number MP3A1830 which is an approved replacement for the P3A1830 in this application. We have recently been asked by one customer if our part is approved for use with respect to this AD and/or if we have an AMOC to the AD to allow for its use. I’m hoping you can clarify as to whether an AMOC is required.

Referencing AC39-10, para. 2.3.5, an AMOC would seemingly only be required if the AD calls for installing a specific part number as the corrective action. This does not seem to be the case with this AD, as neither the AD itself nor the paragraph of the GE SB incorporated by reference seem to call for specific part number and state only to replace damaged hardware with “a serviceable part.” Our position is that our PMA supplement 110 qualifies our part as a replacement for the P3A1830 on the subject engines, and thereby qualifies it as a serviceable part.

We would like to seek your offices concurrence and/or confirmation of our position (preferably via letter) so that we may advise our customer appropriately.

Please let me know if you can accommodate this request, and if you have any questions related to this inquiry. I’ve attached a copy of the AD, the GE SB of which certain sections are incorporated into the AD by reference, a operators IPC showing the configuration, and our PMA supplement 110. All attachments include markups of my own.

Regards,

**Eric B. Potter**

Manager, Engineering and New Product Development



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