

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Turbine Kinetics, Inc.  
A HEICO Aerospace Company  
60 Sequin Drive  
Glastonbury, CT 06033

PMA NO. PQ0816NE  
SUPPLEMENT NO. 971  
DATE July 28, 2015

| Article Name                | Article Number | Approved Replacement for Article Number | Approval Basis and Approved Design Data   | Make/TCH Eligibility | Model/Series Eligibility  |
|-----------------------------|----------------|---|---|----------------------|---|
| Cover Strip-Heat Shield Gap | 313W3829Y1KT   | 313W3829Y1                              | Test and Computations per 14 CFR § 21.303, <u>DWG No:</u> 313W3829Y1KT<br><u>Rev:</u> None<br><u>Date:</u> 3/11/15<br>or later FAA-approved revisions | Boeing               | 777-200 Series,<br>777-300 Series,<br>777-300ER Series,<br>777-200LR Series,<br>777F Series |
| Cover Strip-Heat Shield Gap | 313W3829Y2KT   | 313W3829Y2                              | Test and Computations per 14 CFR § 21.303, <u>DWG No:</u> 313W3829Y2KT<br><u>Rev:</u> A<br><u>Date:</u> 4/27/15<br>or later FAA-approved revisions    | Boeing               | 777-200 Series,<br>777-300 Series,<br>777-300ER Series,<br>777-200LR Series,<br>777F Series |
| Cover Strip-Heat Shield Gap | 313W3829Y3KT   | 313W3829Y3                              | Test and Computations per 14 CFR § 21.303, <u>DWG No:</u> 313W3829Y3KT<br><u>Rev:</u> None<br><u>Date:</u> 3/11/15<br>or later FAA-approved revisions | Boeing               | 777-200 Series,<br>777-300 Series,<br>777-300ER Series,<br>777-200LR Series,<br>777F Series |
| Cover Strip-Heat Shield Gap | 313W3829Y4KT   | 313W3829Y4                              | Test and Computations per 14 CFR § 21.303, <u>DWG No:</u> 313W3829Y4KT<br><u>Rev:</u> None<br><u>Date:</u> 3/11/15<br>or later FAA-approved revisions | Boeing               | 777-200 Series,<br>777-300 Series,<br>777-300ER Series,<br>777-200LR Series,<br>777F Series |

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GENERAL NOTES:

Provide minor design changes in a manner as determined by the ACO. Process major design changes to drawings and specifications in the same manner as that for an original FAA-PMA.

The FAA accepted the ICA approach for the above articles with their designs. These ICA may refer to those of the respective articles from the holders of type certificates. Otherwise, provide supplemental ICA for differences in the replacement articles. Make referral statements or supplemental ICA readily available per 14 CFR 21.50.

  
Robert G. Mann, Manager,  
Boston Aircraft Certification Office

  
Rich Warren, Manager,  
Windsor Locks Manufacturing Inspection  
District Office



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Transport Airplane Directorate  
Aircraft Certification Service

1601 Lind Ave. SW  
Renton, WA 98057-3356

SEP 10 2015

In Reply

Refer To: 140S-15-125

Mr. Kevin Keating  
Director of Engineering  
Turbine Kinetics  
60 Sequin Drive  
Glastonbury, CT 06033

Dear Mr. Keating:

**Subject:** Approval of an Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2006-19-12

**Reference:** Turbine Kinetics (TK) letter, "Request for an Alternate Means of Compliance (AMOC) to Airworthiness Directive (AD) 2006-19-12 for Boeing 777-200 Series and 777-300 Series Aircraft Models," dated August 8, 2015

The Federal Aviation Administration (FAA) has received the reference letter requesting approval of an AMOC to AD 2006-19-12. AD 2006-19-12 requires inspecting the lower web of the aft fairing of engine struts for any discoloration and doing any related investigative and corrective action if necessary, inspecting the heat shield castings for any damage and doing any corrective action if necessary, installing gap cover strips, and replacing insulation blankets with new insulation blankets. This AD was issued to prevent cracking of lower webs of the aft fairings, which could result in flammable hydraulic fluid leaking onto or near an ignition source and possibly result in an uncontrolled fire in the engine strut area. AD 2006-19-12 requires operators to perform the actions specified in paragraph (f) in accordance with Boeing Service Bulletin (SB) 777-54-0021, Revision 1, dated March 16, 2006.

You are requesting approval of an AMOC to AD 2006-19-12 to allow installation of the TK FAA-Parts Manufacturer Approval (PMA) part numbers listed on PMA Supplement No. 971, dated July 28, 2015. The TK FAA-approved designs are based upon the Boeing Heat Shield Gap Strip Cover part numbers introduced by Boeing SB 777-54-0021, Revision 1.

TK has provided additional documentation to denote that Boeing has released a preferred spares configuration for the part numbers listed in SB 777-54-0021, Revision 1. The TK PMA part numbers listed on PMA Supplement No. 971 are the same part configuration as the newly released Boeing part numbers. The table below denotes the FAA approved configurations:

|                                 |  |                                  |
|---------------------------------|--|----------------------------------|
| Boeing SB 777-54-0021,<br>Rev 1 | Boeing Preferred<br>Spares Configuration | TK FAA-PMA<br>Supplement No. 971 |
| 313W3829-1                      | 313W3829Y1                               | 313W3829Y1KT                     |
| 313W3829-2                      | 313W3829Y2                               | 313W3829Y2KT                     |
| 313W3829-3                      | 313W3829Y3                               | 313W3829Y3KT                     |
| 313W3829-4                      | 313W3829Y4                               | 313W3829Y4KT                     |

Your proposal provides an acceptable level of safety because the TK FAA-PMA gap cover strip part numbers listed in the above table are FAA approved alternative part numbers to the Boeing part numbers listed in SB 777-54-0021, Revision 1, and the unsafe condition will be adequately addressed if those alternative part numbers are substituted.

We approve the use of TK PMA part numbers listed in the above table as a substitute for the corresponding Boeing part numbers listed within Boeing SB 777-54-0021, Revision 1, as an AMOC when performing the actions required by paragraph (f) of AD 2006-19-12.

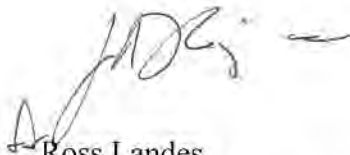
In accordance with FAA Order 8110.103, the following conditions apply:

1. All provisions of AD 2006-19-12 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is applicable only to Boeing Model 777-200 and 777-300 airplanes as identified in Boeing SB 777-54-0021, Revision 1, dated March 16, 2006.
3. This approval is transferable with airplane(s) to other operators.
4. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

Should you have any questions, please contact this office or Mr. David Lee at telephone number (425) 917-6497, fax number (425) 917-6590, or email at [david.a.lee@faa.gov](mailto:david.a.lee@faa.gov).

Sincerely,



Ross Landes  
Manager, Seattle Aircraft  
Certification Office, ANM-100S