AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CF34/12 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

General Electric Turbine Engines - CF34 Series

AD/CF34/12 Amdt 1 — Main Fuel Pump Fuel Inlet Strainer — 9/2007

Applicability: General Electric Company (GE) CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan engines, with main fuel pump (MFP) part number (P/N) 2043M12P03, P/N 2043M12P04, P/N 837600-3, and P/N 837600-4 installed.

Note 1: These engines are installed on, but not limited to, Embraer ERJ 190-100-STD, ERJ 190-100-LR, and ERJ 190-100-IGW aeroplanes.

Requirement: Remove MFPs, P/Ns 2043M12P03, 2043M12P04, 837600-3, and 837600-4 from service and install a serviceable MFP.

Note 2: GE Service Bulletin No. CF34-10E S/B 73-0013, dated 15 December 2006, pertains to the subject of this AD.

Definition

For the purpose of this AD, a serviceable MFP is one that does not have P/N 2043M12P03, 2043M12P04, 837600-3 or 837600-4.

Note 3: CASA recommends that operators avoid performing the actions in this AD on both engines installed on the same aeroplane at the same time, if at all possible.

Note 4: FAA AD 2007-12-15 Amdt 39-15903 dated 1 June 2007 refers.

Compliance: Not later than 30 September 2007.

This Amendment becomes effective on 30 August 2007.

Background: This AD results from GE determining that the cause of MFP fuel strainer failure is a design problem with the strainer. The issuing of this AD is to prevent engine in-flight shutdown due to MFP malfunctions.

General Electric Turbine Engines - CF34 Series

AD/CF34/12 Amdt 1 (continued)

This amendment requires the replacement of the filter with an improved part.

David Punshon
Delegate of the Civil Aviation Safety Authority

25 June 2007