February 14, 2017

Supplement No. 4

To

Service Bulletin No. 342G

The FAA has approved this supplement as an Approved Alternate Method of Compliance (AMOC) to AD 2015-19-07.

This supplement to Service Bulletin No. 342G revises the Optional configuration for engine model IO-360-B4A included in Diagram No. 4 (Item 2 of Supplement 3, dated November 2, 2015). The called-out circled P-clamp (Item 35 in the parts legend of SB-342G) in the attached revised Diagram 4 is to be turned 180 degrees and the fuel line is to be routed to the back side of the bracket.
Optional configuration for engine model IO-360-B4A included in the list of engine models in Diagram No. 4.

HIO-360-C1A, C1B

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Ms. Marian Folk  
Principal Consultant Engineer  
Lycoming Engines  
652 Oliver Street  
Williamsport, PA 17701

Subject: Request for Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 2015-19-07 (AMOC Log # 17-05) Airworthiness Directive for the inspection of the external fuel lines installed on Lycoming fuel injected reciprocating engine models identified in the AD.

References:
1 – FAA AD 2015-19-07  
2 – Supplement No. 4 to Mandatory Service Bulletin (MSB) 342G, (Stainless Steel Tube Assy.) and Support Clamp Installation/Inspection.

Dear Ms. Folk,

The Federal Aviation Administration (FAA) has received your email dated January 19, 2017 requesting a global AMOC to AD 2015-19-07 to allow a specific manufacturer and repair facilities to use the optional bracket and fuel line configurations specified in Lycoming SB-342G Supplement No. 4 to define the fuel line configurations approved for specified Lycoming engine models.


Supplement No. 3 to MSB 342G provides for the following:
- Updates the part number for Call Out # 65 in the "Legend for Parts on Diagrams 1 to 39", P/N 74278 is superseded by P/N 07A28507, BRACKET ASSY., Fuel line support."
- Optional configuration for engine model I0-360-B4A included in Diagram No. 4.
- Optional manifold to nozzle fuel line tube assembly for the number 3 cylinder in Diagram No. 24.
- Optional configuration for engine model I0-360-M1A included in Diagram No. 2.
Supplement No. 4 to MSB 342G provides for the optional fuel routing and clamping only on the Lycoming IO-360-B4A engine model for the Piper installation.

Lycoming’s request for a Global AMOC to AD 2015-19-07, does not affect the population of the Lycoming engine models in AD 2015-19-07, the amount of work required by AD 2015-19-07, or the level of safety of AD 2015-19-07. Therefore, the New York Aircraft Certification Office approves SB-342G Supplement 4 as an AMOC to paragraphs (e)(1)(i) and (e)(1)(ii), of AD 2015-19-07 to allow the use of the optional fuel line configuration and clamping only on the Lycoming IO-360-B4A engine model for the Piper installation.

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

1. All provisions of AD 2015-19-07 that have not been specifically referenced above remain fully applicable and must be complied with accordingly.

2. This approval is transferable with engine(s) to other operators.

3. 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.

4. The NYACO will revoke this AMOC if the NYACO later determines that this AMOC does not provide an acceptable level of safety.

Should you have any questions, please contact this office or Norman Perenson at telephone number 516-228-7337, fax 516-794-5531, or email at norman.perenson@faa.gov.

Sincerely,

[Signature]

For: Gaetano Sciortino  
Manager, New York  
Aircraft Certification Office

cc: James Delisio, ANE-171 (PDF Copy)