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MANDATORY

SERVICE BULLETIN

April 17, 2017

Supplement No. 6
(Supersedes Supplement No. 5)

To

Service Bulletin No. 342G

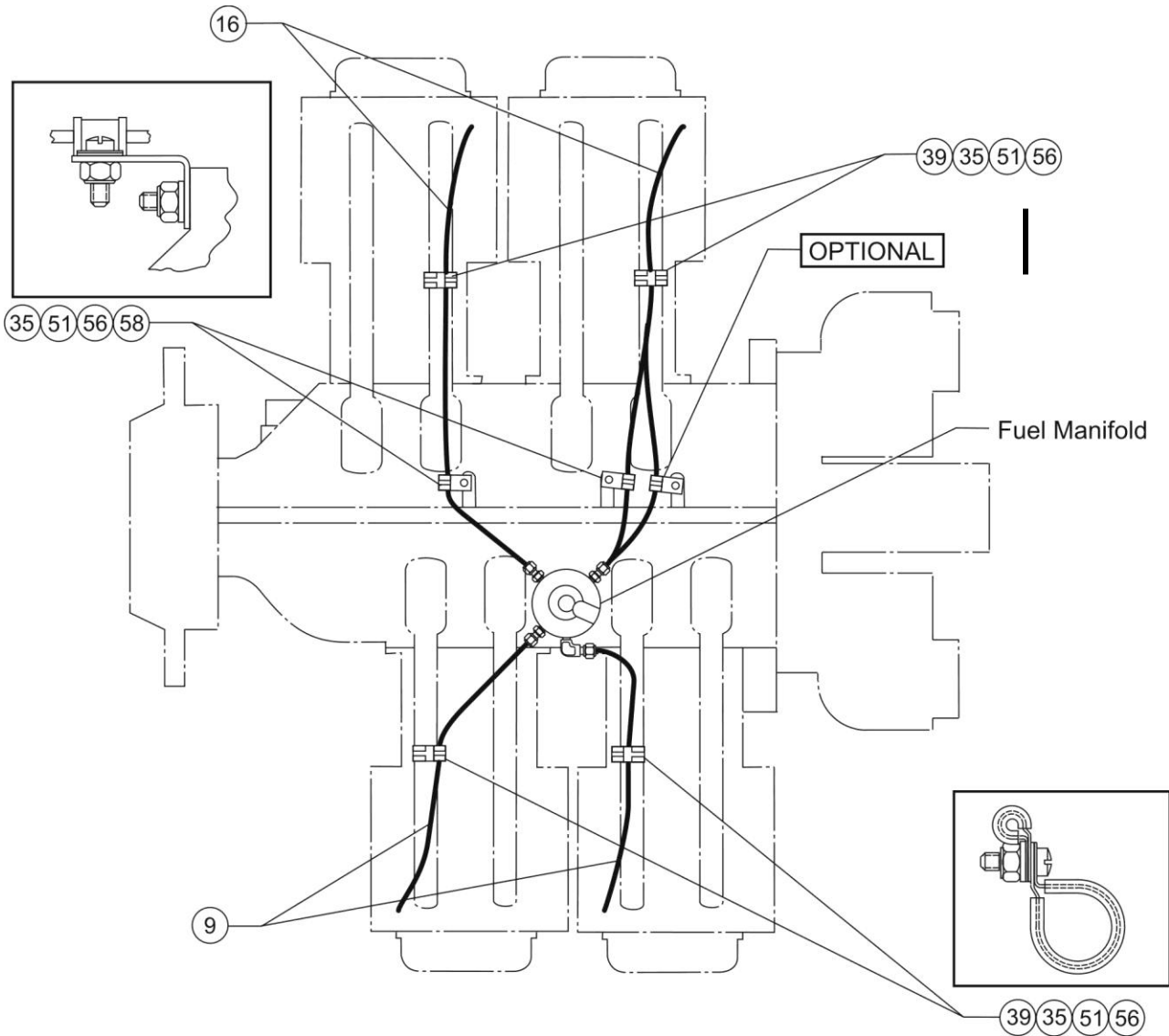
The FAA has approved this supplement as an Alternate Method of Compliance (AMOC) to AD 2015-19-07.

This supplement revises the engine model listing, hardware, and fuel line routing for the IO-360-B1G6 engine in Diagram No. 2 of Mandatory Service Bulletin No 342G. Supplement No. 5 to MSB 342G, dated March 17, 2017, made changes to Diagram No. 2 for the IO-360-B1G6 engine and was approved as an AMOC by the FAA in a letter dated March 13, 2017. This supplement makes the same and additional changes for engine model IO-360-B1G6. Supplement No. 6 supersedes and replaces Supplement No. 5 in its entirety and provides a new Diagram No. 2A for the IO-360-B1G6 engine model. To avoid confusion, remove and discard Supplement No. 5 from your files.



ISSUED			REVISED			PAGE NO.	REVISION	Sup.6 to 342G
MO	DAY	YEAR	MO	DAY	YEAR			
04	17	17	--	--	--	1 of 5	---	

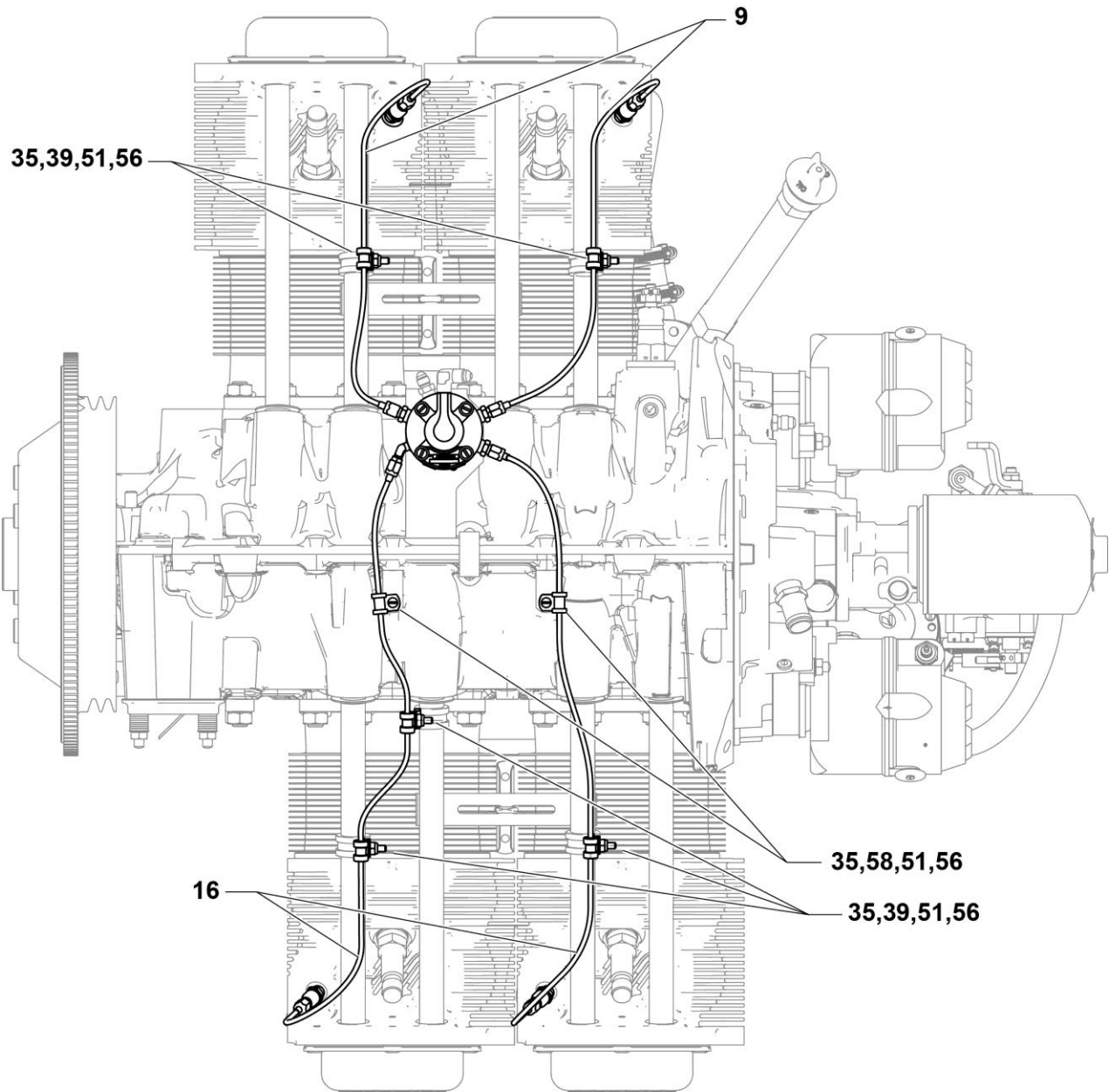
Diagram No. 2 -- IO-320-B1A, B1C, C1A, D1A, D1B, E1A, E1B, E2A, E2B
LIO-320-B1A, C1A
AEIO-320-D1B, D2B, E1B, E2B
IO-360-B1G6, C1D6, C1F, C1G6 (see Diagram No. 2A for an optional configuration for the IO-360-B1G6)
HIO-360-C1A, C1B, E1AD, E1BD, F1AD
TIO-360-A1B



ISSUED			REVISED			PAGE NO.	REVISION	Sup.6 to 342G
MO	DAY	YEAR	MO	DAY	YEAR			
04	17	17	--	--	--	2 of 5	---	

Optional configuration for engine model IO-360-B1G6.

Diagram No. 2A -- IO-360-B1G6



ISSUED			REVISED			PAGE NO.	REVISION	Sup.6 to 342G
MO	DAY	YEAR	MO	DAY	YEAR			
04	17	17	--	--	--	3 of 5	---	



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

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APR 14 2017

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

Subject: Request for an Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 2015-19-07 (AMOC Log # 17-32) for the inspection of the external fuel lines and clamps installed on Lycoming fuel injected reciprocating engine models identified in the AD.

References:

- 1 – FAA AD 2015-19-07
- 2 – Supplement No. 6 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 request for a global AMOC to AD 2015-19-07 dated March 31, 2017 to allow a specific manufacturer, and repair facilities to use the optional bracket and fuel line configurations specified in Lycoming SB-342G Supplement No. 6 to define the fuel line configurations approved for specified Lycoming engine models.

Paragraphs (e)(1)(i) and (e)(1)(ii) of AD 2015-19-07 requires the inspection and replacement of the fuel lines and clamps in accordance with Lycoming MSB 342G, dated July 16, 2013, and the following supplements to MSB 342G;

- Supplement No. 1 to MSB No. 342G, dated August 29, 2013.
- Supplement No. 2 to MSB No. 342G, dated January 13, 2014.
- Supplement No. 3 to MSB No. 342G, dated November 02, 2015.
- Supplement No. 4 to MSB No. 342G, dated February 14, 2017.
- Supplement No. 5 to MSB 342G was superseded by Supplement No. 6 to MSB 342G.

Lycoming's request for Supplement No. 6 to MSB 342G be 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 6 as an AMOC to paragraphs (e)(1)(i) and (e)(1)(ii), of AD 2015-19-07 to allow the use of the

ISSUED			REVISED			PAGE NO.	REVISION	Sup.6 to 342G
MO	DAY	YEAR	MO	DAY	YEAR			
04	17	17	--	--	--	4 of 5	---	

optional fuel line/clamping configuration, and Fuel Manifold relocation in Diagram No. 2A to be used only on the Lycoming IO-360-B1G6 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,

for: James E. Delisio
 for: Gaetano Sciortino
 Manager, New York
 Aircraft Certification Office

cc: James Delisio, ANE-171 (PDF Copy)
 Jose W. Marrero, AEG (PDF Copy)

ISSUED			REVISED			PAGE NO.	REVISION	Sup.6 to 342G
MO	DAY	YEAR	MO	DAY	YEAR			
04	17	17	--	--	--	5 of 5	---	