



FAA
Aircraft Certification Service

SPECIAL AIRWORTHINESS
INFORMATION BULLETIN

SAIB: NE-09-21
Date: March 31, 2009

SUBJ: Reciprocating Engine

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, FAA Principal Maintenance Inspectors, and repair facilities of Porsche PFM 3200 series reciprocating engines and Porsche 678/4 reciprocating engines, that the Type Certificates (TCs) for these engines have been cancelled, effective January 1, 2009.

Background

In a letter dated September 17, 2007 to the FAA Engine Certification Office, Porsche surrendered TC No. E23NE for cancellation. In that letter, Porsche informed the FAA that they no longer have the intention or capacity to support the PFM 3200 series reciprocating engines. Thereafter, EASA also informed the FAA that they revoked the TCs for Porsche PFM3200 series engines and 678/4 engines that they had issued. After review of Porsche's request and EASA's notification, the FAA has also cancelled TC No. 7E2, which is for 678/4 engines.

Recommendations

With the cancellation of the Porsche engine TCs, we are alerting owners, operators, FAA Principal Maintenance Inspectors, and repair facilities of Porsche PFM 3200 series engines and Porsche 678/4 engines, that they should be aware of the following:

1. A TC for an aircraft with a Porsche engine installed remains effective. Approved type design and substantiating data remain valid for both engine and aircraft.
2. Existing aircraft can retain their airworthiness certificates as long as the aircraft meets Part 43-Maintenance and Part 91- Operation requirements.
3. We will not accept any new applications for standard airworthiness certificates for aircraft with either Porsche engine installed.
4. Production of the Porsche engines has ceased. Further, Porsche is not exporting any new or replacement part. Contact your local FAA Flight Standards District Office to determine what needs to be done when you no longer have OEM parts to repair these engines.
5. Existing engine ADs must still be complied with. New ADs against the engine may be issued to address future unsafe conditions. If replacement parts required by an AD are unavailable, the aircraft might be permanently grounded.

For Further Information Contact

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