

>>> Service Letter

Technical Aspects are FAA Approved

Number: L89-02 A

Replaces ServL 89-002

Date: 07/08/2004

Subject: Induction Hoses - Supersedures

Application: TCM Engine Models E-165, E-185 & E-225, O-470, IO-470, IO-520, GTSIO-520, IO-550

Compliance:

Superior Air Parts, Inc. has introduced a new induction hose constructed of Kevlar Silicone. These new hoses supersede certain asbestos impregnated hoses for the above engine applications. All of the new hoses will retain the same hose part number, and will include an added suffix - "KS" (Kevlar Silicone). The following chart cross-references the old and new part numbers. The new hoses will be phased in as old type hoses are consumed in service.

Part Number Information

<u>Old Number</u>	<u>New Number</u>
SA639660-1	SA639660-14KS
SA639660-13	SA642917-1
SA639660-14	SA639660-14KS

NOTE

Users must comply with all applicable bulletins, letters and instructions referring to the installation or use of these parts.

JUL-22-191 MON 09:03 TD:USAIRPKTS TUL

TEL NO:9188343961

#231 Fdz

FROM : AeroSmith Engines

PHONE NO. : 501 756 6402



U.S. Department
of Transportation
Federal Aviation
Administration

Southeast Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76103-0000

DEC 19 1987

Mr. Don Parish
Vice President
Mid-States Aircraft Engines, Inc.
Hangar 27, Tulsa International Airport
Tulsa, OK 74115

Dear Mr. Parish:

In response to your letter of November 25, 1987, concerning the effect of parts manufacturer approval (PMA) parts and major repairs on engine time between overhaul (TBO) for carriers operating under Federal Aviation Regulations (FAR), Part 135 rules, we offer the following information:

The manufacturer of replacement parts, as well as agencies that hold approval for repair processes, must comply with either FAR 21, Subpart E, Supplemental Type Certificates, or Subpart K, Approval of Materials, Parts, Processes, and Appliances.

Parts or processes approved under one of these subparts must return the repaired item to at least the same standards to which it was originally manufactured. In the case of engines, the applicable standard is FAR, Part 33. The Federal Aviation Administration (FAA) considers parts manufactured or repaired under either subpart to be equal to the original equipment manufacturers' parts. The PMA holder is free to set TBO for his parts, but not the entire engine.

TBO for aircraft operated under FAR 135 is determined by evaluating the air carrier's operating experience and maintenance practices and is approved by the FAA on operations specifications. Therefore, the TBO may be more or less than that recommended by the manufacturer.

We trust that this information is satisfactory.

Roger G. Knight
Manager, Flight Standards Division