AIRWORTHINESS DIRECTIVE

General Electric Turbine Engines - CF34 Series

AD/CF34/12 Main Fuel Pump Fuel Inlet Strainer 12/2006

Applicability: General Electric Company (GE) CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan engines.

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

Requirement: 1. Remove the main fuel pump (MFP) inlet strainer in accordance with GE Alert Service Bulletin (ASB) No. CF34-10E S/B 73-A0011 dated 15 September 2006 or later FAA approved revisions.

   a. Perform an initial visual inspection of the main fuel filter at the time of MFP inlet strainer removal in accordance with ASB 73-A0011.

   b. Install a replacement flange, part number 837683, in all MFPs as an interim repair in accordance with ASB 73-A0011.

   c. Remark the MFP part number from 2043M12P03 to 2043M12P04 in accordance with ASB 73-A0011.

2. Perform repetitive visual inspection of the main fuel filter in accordance with GE ASB No. CF34-10E S/B 73-A0011.

   Note 1: CASA recommends that operators avoid performing the actions in this AD on both engines installed on the same airplane at the same time, if possible.


Compliance: 1. If the serial number of MFP installed on the engine is listed in paragraph D of GE ASB 73-A0011: Within 40 engine flight hours after the effective date of this AD.

   If the serial number of MFP installed on the engine is not listed in paragraph D of GE ASB 73-A0011: Within 150 engine flight hours after the effective date of this AD.

2. Repetitively, at intervals not to exceed 160 engine flight hours after the initial inspection in accordance with Requirement 1 of this AD.

This Airworthiness Directive becomes effective on 23 November 2006.
Background: This AD results from three reports of release of the tripod support legs on the main fuel pump (MFP) fuel inlet strainer, leading to engine in-flight shutdown. CASA is issuing this AD to prevent engine in-flight shutdown due to MFP malfunctions.

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