



**Federal Aviation  
Administration**

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**Memorandum**

Date: JUN 29 2012  
To: See Distribution  
From: Robert J. Ganley, Manager, Engine and Propeller Directorate Standards  
Staff, ANE-110  
Prepared by: Marc Bouthillier (781) 238-7120  
Subject: Clarifying certain engine ICA requirements

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The following two areas of change are planned for the next revision of AC 33.4-1, which is expected to be published by the end of 2013. Please implement the new guidance upon receipt of this memo.

A. Section 33.4: The guidance in AC 33.4-1, Section 6, must be corrected to be consistent with the requirements of 14 CFR § 21.50(b), § 33.4, and the Order 8110.54A. Section 33.4 allows the Instructions for Continued Airworthiness (ICA) for an engine to be incomplete at type certification if a program exists to ensure their completion prior to delivery of the first aircraft with the engine installed or upon issuance of a standard certificate of airworthiness for the aircraft with the engine installed, whichever occurs later. We require the engine type certificate holder (TCH) to furnish complete ICA, including all overhaul or heavy maintenance instructions, to the aircraft owner prior to entry into service, to ensure that all of the necessary ICA is available as soon as operations begin. Therefore, the existing AC 33.4-1 Section 6.a. guidance that allows a delay of as much as six months after the engine enters service to complete all overhaul or heavy maintenance instructions is inconsistent with this requirement and must be deleted.

The revised AC 33.4-1 Section 6.a. guidance is shown below:

**6. GUIDANCE FOR § 33.4, INSTRUCTIONS FOR CONTINUED  
AIRWORTHINESS.**

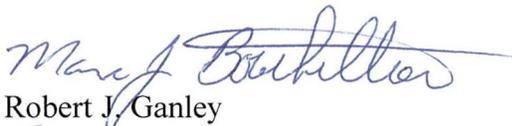
**a. For an engine type certification program, the ICAs prepared by the applicant should be submitted to the FAA for acceptance before the issuance of the engine TC. The ICAs may be incomplete at the time of type certification if a program exists to ensure their completion prior to delivery of the first aircraft with the engine installed, or upon issuance of a standard airworthiness**

**certificate for the aircraft with the engine installed, whichever occurs later. The rule accommodates applicants who could not complete the ICAs until a specific aircraft application is identified. However, every effort should be made to complete the ICAs at the time of engine TC issuance. For airworthiness certification, it is not acceptable for the FAA to issue the certificate of airworthiness for an aircraft without complete ICAs.**

B. Section 33.4, Appendix A, Paragraph A33.4(a)(2): The Aircraft Certification Service has determined that all foreign product ICA must contain an FAA approval statement within the ALS in accordance with the above noted section. The revised AC 33.4-1 Section 10(c) guidance is shown below:

#### **10. GUIDANCE FOR A33.4 - AIRWORTHINESS LIMITATIONS SECTION.**

**c. The Aircraft Certification Service has determined that all foreign product ICA must contain the FAA approval statement required by A33.4, Paragraph A33.4(a)(2). Therefore, all foreign engine validation programs should create a project specific Validation Item in this regard to assure this is accomplished.**

  
Robert J. Ganley

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