

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

In the matter of the petition of *
Porsche Aviation Products, Inc. * Regulatory Docket No. 038CE
for an exemption from § 23.991(a)(1)*
of the Federal Aviation Regulations *
*
*

GRANT OF AMENDMENT TO EXEMPTION

By letter dated December 14, 1987, Mr. R. D. Marwill and Associates, 400 Oak Square, San Antonio, Texas 78216, petitioned on behalf of Porsche Aviation Products, Inc., for an amendment to remove a limitation in the grant of exemption from the requirements § 23.991(a)(1) of the Federal Aviation Regulations (FAR) to permit supplemental type certification of a Cessna Model 172 Airplane with a Porsche PFM3200No3 Engine installed, which will not comply with § 23.991(a)(1). The Cessna Model 172 is a small, single reciprocating engine, four-place airplane.

Sections of the FAR affected:

Section 23.991(a)(1) requires, for reciprocating engine installations having fuel pumps to supply fuel to the engine, at least one pump for each engine must be directly driven by the engine and must meet § 23.995. This pump is a main pump.

The petitioner's supportive information is as follows:

R. D. Marwill and Associates requests that the exemption granted from the requirements of § 23.991(a)(1) to Porsche Aviation Products, Inc., dated August 27, 1987, to permit supplemental type certification of the Cessna Model 172 Airplane with the Porsche PFM3200No1 Engine installed, be amended to allow the installation of the Porsche PFM3200No0 Engine, the Porsche PFM3200No1 Engine, or the Porsche PFM3200No3 Engine.

Porsche originally planned to install the Porsche PFM3200No1 Engine in the Cessna Model 172 Airplane but has changed those plans. Porsche now plans to install the PFM3200No3 engine in the Cessna Model 172 Airplane.

Porsche is petitioning for an amendment to Exemption No. 4838 to include the use of the PFM3200No0 engine (204 Hp using premium avgas), PFM3200No1 engine (209 Hp using 100LL Avgas), or the PFM3200No3 engine (217 Hp using 100LL Avgas). Current plans are to certify the Cessna

Model 172N Airplanes with the PFM3200No3 engine first. Porsche wants to keep their options open for the other two engines in the future. All three engines will use the identical part number fuel injector pump.

The Federal Aviation Administration's (FAA) analysis is as follows:

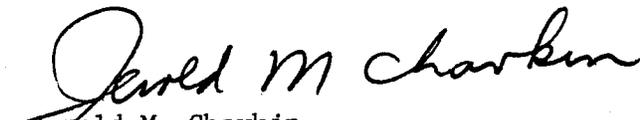
To obtain the exemption, the petitioner must show, as required by § 11.25(b)(5) of the Federal Aviation Regulations, that: (1) granting the request is in the public interest, (2) the grant of the exemption would not adversely affect safety, or (3) that a level of safety will be provided which is equal to that provided by the rule from which the exemption is sought.

The FAA carefully reviewed all of the information contained in the petitioner's initial request for exemption and granted Exemption No. 4838 limited to the PFM3200No1 engine as the petitioner originally requested. The petitioner subsequently revised certification plans to include the PFM3200No0 and PFM3200No3 engines. The petitioner now requests an amendment to Exemption No. 4838 to allow certification with the PFM3200 naturally aspirated series engines in place of limiting the exemption to the PFM3200No1 engine.

Since the petition requests only a change in engine nomenclature and does not affect the engine installation described in the justification for the original exemption, I find that good cause exists for an immediate grant of amendment to Exemption No. 4838. As permitted by § 11.27(j)(3), I find that the publication and comment procedures of § 11.27(c) do not apply.

In consideration of the foregoing, I find that an amendment to remove the limitation of Exemption No. 4838 to the Porsche PFM3200No1 Engine is in the public interest and will not adversely affect safety. Therefore, pursuant to the authority contained in Sections 313(a) and 601(c) of the Federal Aviation Act of 1958, as amended, delegated to me by the Administrator (14 CFR 11.53), Porsche Aviation Products, Inc., is hereby granted an amendment to Exemption No. 4838 to permit supplemental type certification of Cessna Model 172 Series Airplanes with the Porsche PFM3200 naturally aspirated series engines installed, which will not comply with § 23.991(a)(1), provided the airplane type design is shown to comply with the seven limitations listed in Exemption No. 4838.

Issued in Kansas City, Missouri on January 19, 1988.


Jerold M. Chavkin
Acting Director, Central Region