U.S. Department
of Transportation
**Federal Aviation
Administration**

Transport Airplane Directorate
1601 Lind Avenue, S.W.
Renton, Washington 98057-3356

August 15, 2011

Exemption No. 10268A
Regulatory Docket No. FAA-2010-1284

Ms. Christine M. Thompson
Lead Program Administrator, Development Projects,
The Boeing Company
PO Box 3707 MC 03-56
Seattle, WA 98124-2207

Dear Mrs. Thompson:

This letter is to inform you that we have granted your petition for amendment to Exemption No. 10268. It explains the basis for our decision and describes its effect.

The Basis for Our Decision

By letter dated July 23, 2011, you petitioned the Federal Aviation Administration (FAA) on behalf of The Boeing Company for an amendment to Exemption No. 10268. That exemption from §§ 25.1305(c)(6) and 25.1309(c), Amendment 25-116, of Title 14, Code of Federal Regulations, provides The Boeing Company temporary relief from the cockpit indication requirements for indicating fuel system contamination on Boeing Model 787-8 airplanes powered by General Electric GEnx-1B engines. The amendments you request would improve the inspection procedures required as a condition of the exemption so one engine is inspected at a specified time rather than inspecting both engines at the same time. This is needed to reduce the likelihood of a maintenance error causing multiple engine failure.

It is our understanding that there has been no change in the intent of the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested amendment to the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to The Boeing Company.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 10268 remains valid with respect to this amendment and is in the public interest. Therefore, under

the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition for amendment to Exemption No. 10268.

The Effect of Our Decision

Our decision amends Exemption No. 10268 to clarify the procedures of provision number 1. That provision requires the Airworthiness Limitations section of the Instructions for Continued Airworthiness to include procedures for inspecting the engine fuel strainer for contaminants after the first flight following maintenance actions where personnel enter into the center wing fuel tank. The amended provision 1 requires inspection of the engine fuel strainer maintenance indicators after the first flight, and inspection of engines at specified flight hour intervals instead of after a single flight. The amended provision number 1 is as follows:

1. For Model 787-8 airplanes granted a certificate of airworthiness before June 30, 2014, the Airworthiness Limitations section of the Instructions for Continued Airworthiness must include a limitation that requires operators to verify contaminants have not accumulated on the fuel strainer located upstream of the engine driven fuel pump. The limitation must also require an inspection of the fuel cooled oil cooler if the fuel strainer has bypassed fuel. The airworthiness limitation must require these actions following any maintenance action that resulted in personnel entry into the center wing fuel tank:

   a. After the first flight following tank entry, access and analyze the messages from the engine indication and crew alerting system and operational health monitoring system to detect any bypass or impending bypass of any of the engine fuel strainers.

   b. Perform a physical inspection of the engine fuel strainer from one engine within 20 flight hours.

   c. Perform a second physical inspection of the engine fuel strainer from the second engine within 40 flight hours.

All other conditions and limitations of Exemption No. 10268 remain the same. This letter must be attached to, and is a part of, Exemption No. 10268.

Sincerely,

Ali Bahrami
Manager, Transport Airplane Directorate,
Aircraft Certification Service