



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

APR 28 2008

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue Southwest
Renton, Washington 98057

In Reply

Refer To: 140S-GA-08-96

Mr. Roger Hall
Precision Airmotive LLC
14800 40th Avenue NE
Marysville, WA 98271

Dear Mr. Hall:

Subject: Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD)
2008-08-14

We received your letter, dated March 28, 2008, requesting an AMOC to AD 2008-08-14, applicable to certain Lycoming and Continental fuel injected reciprocating engines.

You are requesting that the Federal Aviation Administration (FAA) grant an AMOC granting terminating action to AD 2008-08-14 for the subject engines based on compliance with Section G of Precision Airmotive Service Bulletin PRS-107, Revision 3, dated April 16, 2008.

The FAA has reviewed your AMOC proposal for AD 2008-08-14. As a result of this review, we concur with your proposal and your request for an AMOC is therefore granted.

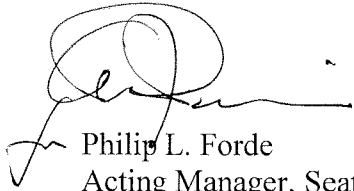
This AMOC is transferable to your customers, and should be maintained as a part of the modified engine's permanent records.

This approval is subject to the following condition:

1. Before using this AMOC, your customer should notify his principal inspector (PI) in the appropriate FAA Flight Standards District Office (FSDO) or, lacking a PI, his local FSDO.
2. If, in the future, the Seattle Aircraft Certification Office (ACO) determines that this AMOC does not provide an acceptable level of safety, the Seattle ACO may revoke or revise the terms of the AMOC following notice to the requester and a seven-day opportunity for the requester to comment on the revocation or proposed revision.

Should you have any questions, please contact Mr. Richard Simonson of the Propulsion Branch at telephone number (425) 917-6507, fax number (425) 917-6590, or e-mail Richard.simonson@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip L. Forde". The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke extending to the right.

Philip L. Forde
Acting Manager, Seattle Aircraft
Certification Office