



FAA # PQ4009CE

09/06/2017

Subject: Service information letter dated 08/22/2017 by Radiant Power Supply (a Heico FAA/PMA Company)

To whom it may concern,

Please keep in mind, throughout this conversation, that FAA-PMA products have become very successful and many airlines have incorporated these batteries into their fleet with-out any issue. This success is due to most customers/airlines are looking for better customer service, shorter lead times and fair pricing while maintaining a high-quality standard. Also keep in mind that FAA-PMA parts are held to a much higher standard by the FAA and not approved under the huge umbrella of the complete aircraft approval that the OEMs enjoy.

It has come to our attention that Radiant Power Supply is attempting to scare off customers from purchasing our FAA/PMA ABS-2313 MOD A KIT battery pack, which is approved by the FAA under part 21. We would also like to refer you to the FAA SAIB NE-08-40 (included below).

The ABS-2313 MOD A KIT was tested to the Radiant OEM CMM and has been tested in the BFS24 power supply. We have been selling the ABS-2313 since 2011 with zero in-service failures nor have we seen any product degradation. Radiant mentions and I quote "Given the seriousness of recent battery related issues on aircraft". What related issues? Aircraft Battery Shop has had zero in-service failures for all our parts since we received our FAA certificate and if Radiant is aware of any issues with their batteries why have they not issued any AD's?

The simple facts are, Radiant decided to replace a connector, plug, contact and label on their 2313 battery pack and raised their price to over \$800 by calling it a "MOD A KIT". Aircraft Battery Shop current list price for our ABS-2313 MOD A KIT is \$495.00. All parts we manufacture and sell are airworthy per the FAA-PMA approval Supplement, C of C and 8130-3 certifications supplied with each part that is installed on any aircraft we support.

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ISO 9001:2008 & AS9100 Rev. C

OEM's including Radiant will never like fair competition. Aircraft Battery Shop is here to give that competition while providing a safe product and low prices for our customers.

Heico/Radiant even owns another FAA/PMA battery company who PMA'd their own 2313 battery pack to compete in the market place against the ABS-2313 battery pack. Is Radiant going to write a service letter about their own PMA issued by one of their own? I don't think so.

There are many 145 authorized repair facilities that can repair your power supply for less and offer you a better warranty than what Radiant offers. Many are already starting to use the ABS-2313 MOD A KIT saving their customers thousands of dollars a year.

I hope this letter was helpful and should you require any additional support with this matter, do not hesitate to contact me.

Sincerely,



President

Aircraft Battery Shop, LLC



**SUBJ:** Powerplant - Original Type and Production Certificate Holder Parts  
and Aftermarket Modification and Replacement Parts

**SAIB:** NE-08-40  
**Date:** August 8, 2008

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*This is information only. Recommendations aren't mandatory.*

This Special Airworthiness Information Bulletin (SAIB) alerts owners, operators, and certificated repair and maintenance providers of the **responsibilities of type and production certificate (TC/PC) holders, supplemental type certificate (STC) holders, and the parts manufacturer approval (PMA) holders** to support the continued operational safety (COS) of their product or part design.

## **Background**

Producers of aircraft, aircraft engines, propellers, and replacement parts comprise an elite segment of a global industry that has produced some of the safest aviation products in the world. The FAA recognizes that this is due to many factors including advanced design tools, testing and analysis techniques, materials, early fault detection capability, and the regulatory certification environment that the industry operates in.

In today's competitive market, owners and operators are continuously searching for ways to reduce costs while maintaining safety. One way is to reduce maintenance expenses by finding alternative sources of replacement parts. This naturally created new markets for replacement parts.

Recently, some engine manufacturers responded to the FAA's approval of PMA and STC for parts involving their type design engine models by telling customers that support of their products could be limited if such parts are installed, since they do not have data on these PMA and STC parts and the effect these parts may have on the overall system. Some TC/PC holders have included language in the FAA-approved airworthiness limitation section (ALS) of their engine instructions for continued airworthiness (ICA) stating that the ICA was developed only for use with their parts.

The FAA understands that the TC/PC holder has no knowledge or data about the PMA and STC parts installed in the product and, therefore, can only assess the airworthiness and systems effects of their parts installed in the product.

PMA and STC parts are thoroughly evaluated for compliance with respect to any changes they introduce and their effect on the original type design. The need for supplemental ICAs, new airworthiness limitations, and other conditions is established by the FAA to ensure the safe integration of the PMA and STC parts into the product.

## **Recommendations**

The following information is provided to assist the aviation community with regard to the installation of FAA-approved replacement parts –

- 1) FAA-approved TC/PC holder, PMA, and STC parts are interchangeable within the certificated product since they are approved only after a full demonstration of compliance to the applicable requirements of Title 14 of the Code of Federal Regulations (14 CFR). A PMA or STC part, when FAA-approved for installation on a certificated product, is a valid replacement part to the TC/PC holder part according to 14 CFR;

- 2) Unless stated otherwise as a limitation to an STC, the FAA has determined and the applicant has shown that FAA-approved life limits established for the TC/PC holder parts remain unchanged for those TC/PC holder parts when PMA or STC parts are installed elsewhere within the product. For example, the life limit for a TC/PC holder disk is unchanged and remains in effect when PMA blades are installed in that disk;
- 3) The FAA approves the content of an ALS and ICA based upon its review of the substantiating data provided by an applicant. Applicants for PMA or STC parts are required to assess the ICA requirements. A PMA or STC applicant either shows and states that the product's ICA are still valid with their part installed or provides a supplemental ICA for any differences; and
- 4) TC/PC holders, PMA holders, and STC holders are responsible for the COS support in accordance with the applicable standards for their parts and products which they have designed and produced.

Owners and operators are ultimately responsible for the safety and airworthiness of the product, which includes being responsible for the configuration control of the product. Owners and operators must ensure that any replacement part installed in the product is approved for that installation and further, they must also ensure that they follow any supplemental ICA that may have been developed for that part.

#### **For Further Information Contact**

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