Airworthiness Directive Schedule
Lycoming AEIO-540 and IO-540 Series Engines
28 February 2019

Notes:
1. This AD schedule is applicable to Lycoming AEIO-540 and IO-540 series engines manufactured under FAA Type Certificate Number 1E4.
2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines. State of Design ADs can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
5. The date above indicates the amendment date of this schedule.
6. New or amended ADs are shown with an asterisk *

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the FAA web site is available on the CAA web site at [http://www.caa.govt.nz/airworthiness-directives/states-of-design/](http://www.caa.govt.nz/airworthiness-directives/states-of-design/). If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2012-19-01 Crankshaft – Identification and Replacement
2015-02-07 Propeller Governor – Inspection
2015-19-07 Fuel Injector Lines – Inspections
2017-16-11 Connecting Rod Small End Bushings – Inspection

* DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection
**DCA/LYC/109A FAA AD 64-16-05 Fuel and Oil Vent Restriction – Modification**

**Applicability:** Model O-320, O-340, O-360 and O-540 series engines fitted with AC Fuel Pumps AC 5623-467 (Lycoming P/N 74082), AC 5656880 (Lycoming P/N 74082) and AC 6440152 (Lycoming P/N 74798), and Model IO-320-B1A, IO-360-A1A, IO-360-B1B, HIO-360-B1A, HIO-360-B1B and IO-540-C-B5 engines fitted with AC Fuel Pumps, AC 5623466 (Lycoming P/N 73973) and AC 5656696 (Lycoming P/N 73870).

**Note 1:** No action required if already in compliance with DCA/LYC/109. This AD revised with Lycoming SB No. 298 no longer active. There is no change to the AD requirement.

**Note 2:** This AD is not applicable to remanufactured engines or new engines shipped from the manufacturer after 1 April 1964, or carburettor engines fitted with adapter P/N 75250 and AC fuel pump 6440152 (Lycoming P/N 74798), or fuel injected engines fitted with AC fuel pump P/N 5656696 (Lycoming P/N 73870) and Lycoming adapter 75250 or fuel injected engines fitted with AC fuel pump P/N 6440160 (Lycoming P/N 74999).

**Requirement:** To prevent failure of the fuel pump oil seal which could result in engine oil draining overboard, ensure the engine is fitted with an approved fuel pump.

(FAA AD 64-16-05 refers)

**Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.

**Effective Date:**
- DCA/LYC/109 - 31 July 1964
- DCA/LYC/109A - 27 November 2008

**DCA/LYC/115A FAA AD 63-14-03 Oil Pump Drive Shaft - Inspection**

**Applicability:** Model O-540 series engines, S/N 101-40 through to 6129-40, and Model IO-540 series engines, S/N 101-48 through to 551-48,

Not fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641.

**Note 1:** No action required if already in compliance with DCA/LYC/115. This AD revised with Lycoming SB No. 295 no longer active. There is no change to the AD requirement.

**Note 2:** This AD is not applicable to model O-540 engines, S/N 6130-40 onward, or model IO-540 series engines, S/N 552-48 onward, or remanufactured engines shipped from the manufacturer after 1 April 1963.

**Requirement:** To prevent failure of the oil pump drive shaft slot which could result in loss of pump drive and engine oil pressure, ensure that the engine is fitted with redesigned oil pump drive shaft P/N 67512 or P/N 74641, or an alternate approved oil pump drive shaft.

(FAA AD 63-14-03 refers)

**Compliance:** Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.

**Effective Date:**
- DCA/LYC/115 - 31 July 1964
- DCA/LYC/115A - 27 November 2008

**DCA/LYC/118B Magneto Drive Gears and Cushion Retainers - Inspection**

**Applicability:** All O-540-A, -B and -C and IO-540-C1B5 engines

**Requirement:** Accomplish Lycoming SB 311

**Compliance:** Next overhaul

**Effective Date:** 30 September 1968
Lycoming AEIO-540 and IO-540 Series Engines

DCA/LYC/120A FAA AD 66-20-04 AC Oil Filter Adaptor Gasket – Replacement

Applicability: Model O-320, IO-320, O-340, O-360, IO-360, O-540, and IO-540 series engines fitted with AC oil filters,

Note: No action required if already in compliance with DCA/LYC/120. This AD revised with Lycoming SB No. 307 no longer active. There is no change to the AD requirement.

Requirement: To prevent failure of the oil filter adapter gasket P/N 74904 which could result in loss of engine oil, replace gasket with P/N 76691 or an alternate approved part and inspect the stud, cap screws and tapped holes in the accessory housing mounting pad for proper length or depth, as applicable.
Replace studs and cap screws of improper length and retap holes of insufficient depth as required.
(FAA AD 66-20-04 refers)

Compliance: Within the next 100 hours TIS or annual inspection whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/LYC/120 - 30 September 1968
DCA/LYC/120A - 27 November 2008

DCA/LYC/136 Crankcase Bearing Dowel Replacement - Modification

Applicability: As detailed
Requirement: Accomplish Lycoming SI 1225D
Compliance: At next overhaul
Effective Date: 30 June 1972

DCA/LYC/150 FAA AD 73-23-01 Piston Pins - Inspection

Applicability: As detailed
Requirement: Accomplish Lycoming SB 367F.
(FAA AD 73-23-01)
Compliance: Within the next 50 hours TIS
Effective Date: 30 September 1973

DCA/LYC/154 FAA AD 75-09-15 Bendix Fuel Injector Flow Divider Cover Gasket - Modification


Requirement: Accomplish Lycoming SB 382.
(FAA AD 75-09-15 and Bendix Bulletin RS43 also refer)
Compliance: Within the next 50 hours TIS or by 4 August 1975 whichever occurs the sooner
Effective Date: 6 May 1975
DCA/LYC/162  FAA AD 78-23-08  Injector Fuel Line - Modification

Applicability: All model IO-540-G1B5, -K1F5, -P1A5 and -S1A5 series with S/N up to and including L-17935-48 or -48A. Also applicable engines overhauled (known as remanufactured) by Lycoming prior to 30 March 1978

Requirement: Replace solid tube and elbow with flexible hose per Avco Lycoming SB 421.

(FAA AD 78-23-08 refers)

Compliance: Within next 50 hours TIS

Effective Date: 8 December 1978

DCA/LYC/163  FAA AD 78-23-10  Bendix Fuel Injector Bellows Assembly - Modification


Requirement: Modify bellows assembly in affected engines per Bendix SB's RS-52, RS-53 or RS-54 as applicable.

(FAA AD 78-23-10 refers)

Compliance: Within next 50 hours TIS

Effective Date: 9 February 1979

DCA/LYC/164  FAA AD 79-04-05  Bendix Fuel Injector Assembly - Inspection

Applicability: All AEIO-320, IVO-360, HIO-360, IO-540, AEIO-540, TIO-540, LTIO-540, TIO-541 and IO-720 series engines detailed in Avco Lycoming SB 433A

Requirement: Inspect fuel diaphragm, and renew as necessary, per Bendix SB RS-57.

(FAA AD 79-04-05 refers)

Compliance: Within next 50 hours TIS

Effective Date: 9 February 1979

DCA/LYC/166  FAA AD 79-21-08 & 79-26-03  Bendix Fuel Injection Regulator - Inspection

Applicability: Bendix fuel injection systems models RSA-5AB1, RSA-5AD1, RSA-7AA1, RSA-7DA1, RSA-1OAD1, RSA-1ODB1, RSA-1ODB2, RSA-1OED1, and RSA-1OED2 with parts list numbers detailed in Bendix SB's RS-68, RS-69 and RS-70 installed on, but not limited to, IO-320, AIO-320, AEIO-320, IO-360, HIO-360, AIO-360, AEIO-360, TIO-360, IGO-480, IO-540, HIO-540, AEIO-540, IGO-540, IVO-540, TIO-540, TIO-541, TIGO-541 and IO-720 series engines

Requirement: Inspect and modify affected regulators per Bendix fuel systems SB's RS-68, RS-69 or RS-70 as applicable.

(FAA ADs 79-21-08 and 79-26-03 refer)

Compliance: Within next 25 hours TIS or by 18 October 1979 whichever is the sooner

Effective Date: 18 September 1979

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DCA/LYC/168  Bendix Fuel Injector Assembly - Inspection


Requirement: Inspect fuel diaphragm, and renew as necessary, per Bendix SB RS-63

Compliance: Within next 50 hours TIS unless already accomplished

Effective Date: 25 January 1980

DCA/LYC/174F  FAA AD 96-09-10  Oil Pump Impellers – Replacement

Applicability: Engines fitted with sintered iron or aluminium oil pump impellers.

Textron Lycoming SB 524 lists specific models and S/N that may be affected. All new, overhauled and remanufactured engines shipped from Textron Lycoming after 31 March 1985 are in compliance with this AD.

Any engines that have complied with DCA/LYC/174B, C, D or E will have the latest (steel) oil pump impellers fitted and are in compliance with this airworthiness directive.

Any engines that have complied with Textron Lycoming SB No. 456B, C, D, E or SB 524 will have the latest (steel) oil pump impellers fitted, and are in compliance with this AD.

For engines overhauled by other facilities, the type of oil pump impeller fitted must be determined. Examination of overhaul records or physical inspection to determine type of oil pump impeller fitted is required.

Note 1: No action required if already in compliance with DCA/LYC/174E. This AD revised with Lycoming SI No. 1009AJ now at revision AT and to include note 2 with no change to the AD requirement.

Requirement: To prevent failure of engine oil pumps, replace sintered iron or aluminium oil pump impellers per Textron Lycoming SB 524.

Note 2: Lycoming SI No. 1009AT and SB No. 524 or later FAA approved revisions pertains to the subject of this AD.

(FAA AD 96-09-10 refers)

Compliance: Sintered iron oil pump impellers:

Within the next 25 hours TIS unless previously accomplished.

Aluminium oil pump impellers (whichever occurs sooner):

a) At the next oil pump removal, or

b) Next engine overhaul (Not to exceed the hours specified for the particular engine model in SI 1009AS). Except for engines that have already exceeded the hours specified, or are within 200 hours TIS of reaching it, within the next 200 hours TIS, or

c) By 18 January 2010.

Effective Date: DCA/LYC/174D - 2 August 1996

DCA/LYC/174E - 30 August 1996

DCA/LYC/174F - 18 December 2008
DCA/LYC/175A FAA AD 83-22-04 Bendix Fuel Injection Diaphragm - Inspection

Applicability: All IO-540-G1B5, -G1C5, -G1D5, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1J5, -K1J5D, -M1B5D, -S1A5, -AA1A5; AEIO-540-L1B5D; TIO-540-F2BD, -J2B, -J2BD, -N2BD, -S1AD, -US1, -V2AD; LTIO-540-F2BD, -J2B, -J2BD, -N2BD, -U2A, -V2AD, -R2AD. 

Requirement: Inspect and modify as necessary per Avco Lycoming SB 467 and associated Bendix SB RS 88, including supplements. (FAA AD 83-22-04 refers)

Compliance: Within next 100 hours TIS or prior to engine installation

Effective Date: DCA/LYC/175 - 21 October 1983
DCA/LYC/175A - 6 April 1984

DCA/LYC/181 FAA AD 87-10-06R1 Rocker Arm Assembly - Inspection

Applicability: O-320-A, -B, -D, -E, series IO-320 series, O-360 series, IO-360-B series, AEIO-360-B series, O-540 series, IO-540-C4B5, -C4D5D, -D4A5, -V4A5D, -W1A5D, -W3A5D, AEIO-540-D series, TIO-540-AA1AD, -AB1AD. With S/N's detailed in Avco Lycoming SB 477A including supplement 1. Also any engines detailed in SB 477A that were remanufactured or overhauled between 1 July 1985 and 6 October 1986 inclusive and had P/N LW-18790 rocker arm assembly installed

Requirement: To preclude possible rocker arm failure and loss of engine power inspect and rework or replace rocker arm assembly P/N LW-18790 per Avco Lycoming SB 477A. (FAA AD 87-10-06R1 refers)

Compliance: Within next 100 hours TIS for all applicable engines, unless already accomplished, and prior to installation for all P/N LW-18790 rocker arm assemblies not installed in engines

Effective Date: 30 March 1990

DCA/LYC/187 FAA AD 92-12-05 Piston Pin - Removal

Applicability: Models listed in Textron Lycoming SB 501B

Requirement: To prevent piston pin failure, accomplish the following:

1. For engines with S/N's listed in Textron Lycoming SB 501B, remove all piston pins P/N LW-14077 and replace with serviceable parts.

2. For engines not listed by S/N in SB 501B, determine if piston pin P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 has been fitted. Remove these pins from service and replace with serviceable parts.

3. Piston pins P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 that are not installed in engines are considered unairworthy and shall not be placed in service. (FAA AD 92-12-05 refers)

Compliance: 1. At 100 hours TTIS or within next 50 hours TIS, whichever is the later.

2. At 100 hours TTIS or within next 50 hours TIS whichever is the later.


Effective Date: 2 October 1992
Connecting Rod Bolts - Removal

Applicability:
All O-360, LO-360, HO-360, HIO-360, TIO-360, LIO-360, AEIO-360, O-540, IO-540, TIO-540, LTIO-540, IVO-540 AEIO-540, TI-541 and IO-720 series engines that had connecting rod bolts replaced on or after 15 February 1994. This AD is not applicable to engines that contain replacement connecting rod bolts that were purchased directly from Textron Lycoming or Aircraft Technologies Inc. This AD does not apply to engines that were manufactured or remanufactured at Textron Lycoming.

Requirement:
To prevent engine failure due to connecting rod bolt failure, which could result in damage to or loss of the aircraft accomplish the following:-

1. For engines that contain replacement connecting rod bolts installed on or after 15 February 1994 that were not purchased directly from Textron Lycoming or Aircraft Technologies Inc., visually inspect to determine if the connecting rod bolts are clearly identified by:
   (a) raised letters; SPS, S, C, or FC, identifying them as Textron Lycoming parts, or
   (b) SL75060 etched on the head, identifying them as PMA parts manufactured by Superior Air Parts Inc., or
   (c) AL75060 forged into the bolt head, identifying them as PMA parts manufactured by Aircraft Technologies Inc.
   If the connecting rod bolts can be positively identified, as described in this paragraph, then no further action is required.

2. If the connecting rod bolts cannot be positively identified per paragraph 1 of this AD, prior to further flight remove unapproved connecting rod bolts and replace with serviceable parts.

   (FAA AD 95-07-01 refers)

Compliance: Before further flight

Effective Date: 24 March 1995

Piston Pin - Removal

Applicability: Piston Pins P/N LW-14077 that were originally shipped from Textron Lycoming during the time period 15 December 1995 through 17 September 1996.

These piston pins may have been obtained individually, or be installed in:-
Models and S/Ns of engines listed in Textron Lycoming Service Bulletin 527C.
Overhauled engines and cylinder kits (including Superior Air Parts supplied kits that use P/N LW-14077 piston pins).

Note 1: Piston pins P/N LW-14077, are not fitted to O-235 series engines.

Requirement: To prevent piston pin failure and engine stoppage, accomplish SB 527C. Piston Pins marked with code 17328 (per SB527B Figure 1) must be removed before further flight.

   (FAA AD 97-01-03 refers)

Compliance: Before 50 hours TTIS (piston pins). For piston pins that have already exceeded 50 hours TTIS, before further flight.

   Note 2: The aircraft may be operated to a location where the requirements of this AD can be accomplished.

Effective Date: DCA/LYC/190 16 October 1996
DCA/LYC/190A 6 June 1997
DCA/LYC/191  FAA AD 96-23-03  High Pressure Fuel Pump - Inspection

**Applicability:** Model IO-320, LIO-320, AEIO-320, IO-360, LIO-360, AEIO-360, HIO-360, TO-360, IO-540, O-540-L, LIO-540 and AEIO-540 series engines with high pressure fuel pumps P/N LW-15473 that have manufacturing date codes 154739506, 154739507 or 154739510.

**Requirement:** To prevent an in-flight engine stoppage due to fuel starvation, accomplish the following:-

Determine if the engine is fitted with a high pressure fuel pump P/N LW-15473 with manufacturing date codes 154739506, 154739507 or 154739510 per Textron Lycoming SB 525A. If any of these high pressure fuel pumps is found fitted, inspect and if necessary repair or replace with a serviceable high pressure pump per SB 525A before further flight.

(FAA AD 96-23-03 refers)

**Compliance:** Within next 5 hours TIS.

**Effective Date:** 4 November 1996

DCA/LYC/192  FAA AD 97-01-04  Superior Air Parts Inc Cylinder Assemblies - Inspection


**Requirement:** To prevent cylinder head separation, possible engine failure and fire, accomplish the following:-

1. Perform a dye penetrant inspection for cracks per Superior Air Parts Inc Mandatory SB 96-002, revision A. Prior to further flight remove from service cylinder assemblies found cracked and replace with serviceable parts.
2. Remove affected cylinder assemblies from service.

(FAA AD 97-01-04 refers)

*Note: For the purpose of this airworthiness directive, a serviceable part is defined as a cylinder assembly other than a Superior Air Parts replacement cylinder assembly P/N SL54000-1A1, -A2, -A2P, -A20P and -A21P with S/N 001 through 650.*

**Compliance:**

1. Inspect at 250 hours TTIS since installation of the affected cylinder assemblies, or within next 5 hours TIS whichever is the later. Thereafter at intervals not to exceed 25 hours TIS, until replacement per part 2.
2. Remove at 300 hours TTIS since installation of the affected cylinder assemblies, or within next 5 hours TIS whichever is the later.

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Requirement:

To prevent crankshaft failure due to cracking, which could result in an inflight engine failure and possible forced landing, accomplish the following:

a) Determine if this AD applies, as follows:

1. Determine if any repair was conducted on the engine that required crankshaft removal during the February 1, 1995, to December 31, 1997, time frame; if the engine was not disassembled for crankshaft removal and repair in this time frame, no further action is required.

2. If the engine and crankshaft was repaired during this time frame, determine from the maintenance records (engine log book), and Table 1 of this AD if the crankshaft was repaired by Nelson Balancing Service, Repair Station Certificate No. NB7R820J, Bedford, Massachusetts, USA. The maintenance records should contain the Return to Service (Yellow) tag for the crankshaft that will identify the company performing the repair. Also the work order number contained in Table 1 of this AD was etched on the crankshaft propeller flange, adjacent to the closest connecting rod journal. Because some etched numbers will be difficult to see, if necessary, use a 10X magnifying glass with an appropriate light source to view the work order number. In addition, the propeller spinner, if installed, will have to be removed in order to see this number.

3. If it cannot be determined who repaired the crankshaft, compliance with this AD is required.

4. If the engine and crankshaft were not repaired during the time frame specified in a) 1, or if it is determined that the crankshaft was not repaired by Nelson Balancing Service, no further action is required.

b) Accomplish the following:

1. Perform a visual inspection as defined in paragraph b) 2 of this AD, magnetic particle inspection, and a dimensional check of the crankshaft journals, or remove from service affected crankshafts and replace with serviceable parts.

2. For the purpose of this AD, a visual inspection of the crankshaft is defined as the inspection of all surfaces of the crankshaft for cracks which include heat check cracking of the nitrided bearing surfaces, cracking in the main or aft fillet of the main bearing journal and crankpin journal, including checking the bearing surfaces for scoring, galling, corrosion, or pitting.

Note: Further guidance on all inspection and acceptance criteria is contained in applicable Overhaul or Maintenance Manuals.

3. Replace any crankshaft that fails the visual inspection, magnetic particle inspection, or the dimensional check with a serviceable crankshaft, unless the crankshaft can be reworked to bring it in compliance with:

i) All the overhaul requirements of the appropriate Overhaul/Maintenance Manuals; or

ii) All of the approved requirements for any repair station which currently has approval for limits other than those in the appropriate Overhaul/Maintenance Manuals.

4. For the purpose of this AD, a serviceable crankshaft is one which meets the requirements of paragraph b) 3 i) or b) 3) ii) of this AD.

(FAA AD 98-17-11 refers)

Compliance: By 31 October 1998

Effective Date: 25 September 1998
DCA/LYC/195B  FAA AD 2003-14-03  Rotary Fuel Pump Relief Valve – Inspection


Note 1: No action required if already in compliance with DCA/LYC/195A. This AD revised with Lycoming SB No. 529 now at revision B and to include note 2 with no change to the AD requirement.

Requirement: To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire and damage to or loss of the aircraft, accomplish the following:

1. Perform the initial torque check inspection. If the torque does not meet the specifications in SB 529B, tighten screws to the required torque per SB 529B.

2. Perform a follow-up torque check inspection. If the torque does not meet the specification in SB 529B, during follow-up inspections, tighten screws to the required torque in accordance with SB 529B.

3. Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with a modified pump (with the "/M" after the part number) is a terminating action for the inspection requirements of parts 1 and 2 of this AD.

Note 2: Lycoming SB No. 529B or later FAA approved revisions pertains to the subject of this AD.

Compliance: 1. Within the next 10 hours TIS or 30 days, whichever occurs sooner unless previously accomplished.

2. Repetitive Torque Check Inspections after accumulating 50 hours TIS, or 6 months since the initial torque check inspection, whichever occurs first. Continue the repetitive torque check inspections per requirement 2 of this AD until:

(i) The accumulation of 100 hours TIS since the initial inspection with the torque remaining within the SB specification for 50 hours TIS, or

(ii) The torque meets the SB specification during the initial inspection and a subsequent inspection taking place at least 50 hours TIS later.

Effective Date: DCA/LYC/195  -  25 September 1998
DCA/LYC/195A  -  28 August 2003
DCA/LYC/195B  -  18 December 2008
DCA/LYC/196A Piston Pin Plug Wear – Inspection

**Applicability:** All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

**Note:** This AD revised to clarify the applicability and the compliance. This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

**Requirement:** To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions. If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight. (Lycoming Service Instructions 1267C and 1492C refer)

**Compliance:**

- For all remanufacturered and overhauled engines fitted with affected piston pin end plugs:
  
  Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

- For all other engines in service fitted with affected piston pin end plugs:
  
  At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

**Effective Date:**

- DCA/LYC/196 - 28 January 1999
- DCA/LYC/196A - 25 June 2009

DCA/LYC/198 FAA AD 99-04-04 Slick Magneto Impulse Coupling – Inspection and Replacement

**Applicability:** Models O-540-B2B5, B2C5, E4B5, E4C5, G1A5, G2A5, IO-540-K1A5, K1B5, and K1G5 equipped with Slick Aircraft Products magneto model numbers 6251, 6252, 6255, 6351 and 6355.

These engines may be installed on, but not limited to, the following aircraft: Britten Norman BN-2A series, Piper PA-25-235, PA-25-260, PA-32-260 and PA-32-300.

**Requirement:** To prevent failure of the magneto impulse coupling, resulting in stoppage of the engine, accomplish the following:-

1. Inspect the components of the magneto impulse coupling for the conditions listed in steps 1 through 7 of the Textron Lycoming SB 537. Replace any impulse couplings found defective.

   **Note:** SB 537 contains Slick SB SB1-98 in its entirety. The steps referenced in SB 537 are the same steps that are contained in the Slick SB SB1-98.

2. Remove the magneto impulse coupling and replace with a serviceable part. (FAA AD 99-04-04 refers)

**Compliance:**

1. Within 10 hours TIS for engines on which the service history of the magneto is not known, or on which the magneto has greater than 250 hours TIS since new, factory rebuild, or overhaul.

   For engines on which the magneto has less than or equal to 250 hours TIS since new, factory rebuild or overhaul, before accumulating 250 hours TIS since new, factory rebuild or overhaul, or within 10 hours TIS from the effective date of this AD, whichever is the later, Therefore, at intervals not to exceed 250 hours TIS since the last inspection.

2. Before 2,000 hours TTIS.

**Effective Date:** 25 February 1999
**DCA/LYC/200**  
**Engine Nose Bearing – Inspection**

**Applicability:** Model O-540, IO-540, TIO-540, LTIO-540, AEIO-540 and IO-720 series engines fitted with P/N LW-13885 series nose bearings with a (6-00) date stamp. Also listed engine models that were assembled new, have been rebuilt or overhauled after July 2000, and the nose bearing P/N or date stamp are unknown.

This AD is only applicable to those engines that have not yet exceeded 500 hours TIS since new/overhaul or since nose bearing replacement.

For any engine that was assembled new, last rebuilt, or overhauled before August 2000 and the nose bearing has not been replaced since, a suspect nose bearing will not be fitted to the engine.

**Requirement:** To detect failure of the engine nose bearing and prevent possible in-flight engine failure, accomplish the following:

Check oil filter/screen content for premature or excessive engine component wear per Textron Lycoming Mandatory SB 480E, Part II. If abnormal metal content is found, determine the source and rectify as required. If the cause is found to be the failure of the nose bearing, notify the CAA.

From 5 July 2001 do not fit to any engine, P/N LW-13885 series nose bearings with a (6-00) date stamp.

**Note:** Lycoming SB No. 480E or later FAA approved revisions pertains to the subject of this AD.

(NZ Occurrence refers)

**Compliance:** Engines with less than 200 hours TIS since new/overhaul or since nose bearing replacement:-

- Within next 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS.

Engines with more than 200 hours, but less than 500 hours TIS since new/overhaul or since nose bearing replacement:-

- At each scheduled engine oil change.

**Effective Date:** 5 July 2001

**DCA/LYC/202C**  
**FAA AD 2004-05-24 Zinc-Plated Crankshaft Gear Retaining Bolts - Removal**

**Applicability:** All AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 series reciprocating engines with crankshaft gear retaining bolts, P/N STD-2209 installed, except:

- O-540-F series engines to which DCA/LYC/197 applies and on which the bolt has not been subsequently replaced, and

- Engines on which the bolt was installed during original assembly or was replaced by Lycoming per SB 554 after November 10, 1998, and

- Engines with a bolt P/N STD-2209 supplied as part of a bolt replacement kit 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336, and

- Engines with single-drive dual magnetos.

**Note:** This revised AD expands the population of affected engines, and the introduction of five kits for replacing the crankshaft gear retaining bolts.

**Requirement:** To prevent the loss of all engine power and possible forced landing, accomplish the following:

1. **Engines that have complied with DCA/LYC/202B or earlier versions.**

   No further action is required for AEIO-540, LTIO-540, IO-540, O-540, and TIO-540 series engines that have a bolt, P/N STD-2209 that was included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or a bolt P/N STD-2209 that was installed by Lycoming per SB 554 after November 10, 1998, or an approved bolt with a P/N other than STD-2209.

   If the installed crankshaft gear retaining bolt is not as described above, replace before further flight.
2. **Bolts that have been replaced during field maintenance.**

If the bolt on an AEIO, LTIO, IO, O, or TIO-540 series engine was replaced during field maintenance between November 27, 1996, and the effective date of this AD with a bolt that was **not** included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336 or an approved bolt with a P/N other than STD-2209, then replace the crankshaft gear retaining bolt with a new bolt supplied as part of gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336, or an approved bolt with a P/N other than P/N STD-2209, before further flight.

3. **Engines listed by S/N in Lycoming MSB 554, Supplement 5, dated August 15, 2003 that have not previously complied with DCA/LYC/202B.**

If an engine model and S/N is listed in Lycoming MSB 554, Supplement 5, dated August 15, 2003, replace the crankshaft gear retaining bolt with:

- A new bolt included in gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or
- Bolt STD-2247, or
- An approved bolt with a P/N other than STD-2209.

**Note:** Information on replacing the bolt is contained in Lycoming SB No. 554, dated September 30, 2002.

(FAA AD 2004-05-24 refers)

**Compliance:**
1. Before further flight.
2. Before further flight.
3. Within next 10 hours TIS.

**Effective Date:**
- DCA/LYC/202B - 9 December 2002
- DCA/LYC/202C - 25 March 2004

**DCA/LYC/204B FAA AD 2004-10-14 Propeller Strike – Crankshaft Gear Inspection**

**Applicability:** All direct drive piston engines except O-145, O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, and TIO-541 series.

**Note 1:** DCA/LYC/204B revised to include note 3 and clarify note 2 with regard to requirements for certifying release-to-service after maintenance.

**Requirement:** To prevent loosening or failure of the crankshaft gear retaining bolt as result of a propeller strike, which may cause sudden engine failure, accomplish the following:

- Inspect the crankshaft counter-bored recess, the alignment dowel, the bolt hole threads and the crankshaft gear for wear galling corrosion and fretting per steps 1 through 5 of Lycoming MSB No.475C. Repair if Necessary per MSB 475C.

- Remove the existing gear retaining bolt and lockplate from service and install a new bolt and lockplate per steps 6 and 7 of MSB No.475C.

- Do not reinstall any gear retaining bolt and lockplate that were removed in accordance with this AD.

**Note 2:** This AD mandates a particular inspection of one of the components of Lycoming engines that was found to be necessary by the United States FAA. Inspection by AD was required because the component was not adequately covered by the existing inspection requirements. As such this AD is **additional to** and not in lieu of the inspections required in the event of a prop strike.
The manufacturer’s instructions for continued airworthiness include SB 533A which relates to maintenance which may be required in the event of a prop strike. The CAA strongly recommends compliance with Lycoming Mandatory SB 533A.

(FAA AD 2004-10-14 refers)

**Compliance:** Compliance with this AD is required before further flight if the engine has experienced a propeller strike.

**Note 3:** Compliance with this AD may be accomplished by adding the AD requirement to the aircraft AD logbook as a repetitive inspection, interval “as required”.

**Note 4:** For the purposes of this AD a propeller strike is defined as follows:

1. Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.
2. Any incident during engine operation in which the propeller impacts a solid object that causes a drop in RPM and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.
3. A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.
4. The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal in the absence of oil pressure.

**Effective Date:**

DCA/LYC/204     -   24 June 2004
DCA/LYC/204A   -  25 September 2008
DCA/LYC/204B   -  30 October 2008

DCA/LYC/205 Crankshaft Flange – Inspection

**Applicability:** All AEIO-540-D series engines and IO-540 (250 & 260 horsepower) engines used for aerobatic flight or any other 540 engines fitted with a 2-3/8 diameter main bearing seal used in unlimited category aerobatic manoeuvres.

**Requirement:** To prevent crankshaft failure due to crankshaft flange cracks which can occur in engines used in unlimited category aerobatic manoeuvres, visually inspect the crankshaft flange in accordance with Lycoming SB 482. If crankshaft is found to be cracked, it must be replaced.

**Note:** Unlimited category manoeuvres such as multiple snap rolls, inverted flat spins, etc. including exceeding maximum engine rated speed, and/or using the aircraft in manoeuvres which produce rapid angular propeller centreline acceleration and severe bending loads on the propeller flange area, may result in crankshaft failure.

(NZ Occurrence 04/3932 refers)

**Compliance:** Within 100 hours TIS, and thereafter at intervals not exceeding each 10 hours TIS of aerobatic flight involving unlimited category aerobatic manoeuvres.

**Effective Date:** 26 May 2005
**DCA/LYC/206**  
**FAA AD 2005-19-11  Crankshaft – Identification and Replacement**

**Applicability:** All Lycoming AEIO-360, IO-360, O-360, LIO-360, LO-360 and, AEIO-540, IO-540, O-540, and TIO-540 series engines, rated at 300 HP or lower, manufactured, rebuilt or overhauled after 1 March 1999, or that had a crankshaft fitted after 1 March 1999.

These engines are used on, but not limited to Beech 76, BN-2 Islander, Cessna T182T, Mooney 201 and Piper PA-23-235 aircraft.

**Requirement:** To prevent failure of the crankshaft, which could result in total engine power loss, verify the engine S/N per tables 1, 2 or 3 of Lycoming Mandatory Service Bulletin (MSB) No. 566, and use table 4 in MSB 566 to verify the crankshaft S/N.

If the crankshaft S/N is listed in table 4 of MSB 566, replace with a crankshaft that is not listed in table 4 of MSB 566.

(FAA AD 2005-19-11 refers)

**Note 1:** No action is required for engines manufactured new, rebuilt, or overhauled before 1 March 1999, or had a crankshaft replaced before 1 March 1999.

**Note 2:** Crankshafts with S/Ns listed per table 4 of MSB 566 are not to be fitted to any engine.

**Compliance:** Within the next 50 hours TIS or by 27 April 2006, whichever is sooner, unless already accomplished.

**Effective Date:** 27 October 2005

**DCA/LYC/209**  
**FAA AD 2006-10-21  ECI Connecting Rods – Inspection**

**Applicability:** All 360 and 540 series engines listed in table 1 of FAA AD 2006-10-21 fitted with Engine Components Incorporated (ECi) connecting rods P/N AEL11750, S/Ns through to 54/6 manufactured between January 2002 and January 2004.

These engines are installed on, but not limited to, the aircraft listed in table 2 of FAA AD 2006-10-21.

**Note 1:** Connecting rods P/N AEL11750 can also be identified by the forging P/N AEL11488 (in raised letters) on the web of the connecting rod beam (between the big and small ends of the connecting rod).

**Note 2:** The ECi connecting rod serial number consists of two numbers. Number 54 is the lot number and 6 is the serial number.

**Requirement:** To prevent fatigue failure of connecting rods and the possibility of an uncommanded engine shutdown due to the possibility of having connecting rods fitted which have excessive variation in circularity of the journal bores, accomplish the following:

1. Inspect the aircraft maintenance records and engine logbook to determine whether the engine has been overhauled or repaired since new and also determine if ECi connecting rods, P/N AEL11750 have been fitted.

   No further action is required if the engine has not been overhauled or repaired since new, or if the connecting rods are not ECi P/N AEL11750, or if the connecting rods are ECi P/N AEL11750 and the S/Ns are 54/7 or higher.

   If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, accomplish requirement 2.

2. If the connecting rods are ECi P/N AEL11750, S/Ns through to 54/6, replace with connecting rods which have a lot number which is 55 or higher, or replace with connecting rods which have a P/N not affected by this AD.

(FAA AD 2006-10-21 refers)
Note 3: Do not install ECi connecting rods P/N AEL11750 which have S/Ns 54/6 or lower into any engine.

Compliance:

1. Before further flight.
2. For engines fitted with connecting rods that have 2000 hours or more TIS: Replace within the next 50 hours TIS.
   For engines fitted with connecting rods that have less than 2000 hours TIS: Replace the connecting rods at the next engine overhaul, or at the next accessibility of the connecting rod, but no later than 2000 hours TIS on the connecting rod.

Note 4: For the purpose of this AD, connecting rod accessibility is defined as any maintenance action in which a cylinder assembly is removed for maintenance.

Effective Date: 29 June 2006

DCA/LYC/210 FAA AD 2006-12-07 ECI Classic Cast Cylinders – Inspection and Replacement

Applicability: Models 320, 360 and 540 series parallel valve engines, specified in table 1 fitted with ECi cylinder assemblies P/N AEL65102 series "Classic Cast" having casting head markings EC 65099-REV-1 and with S/Ns 1 through to 9879.

Note 1: The set of numbers appearing on the cylinder below and to the left of the S/N in the form of "12345-67" is not used for determining applicability.

<table>
<thead>
<tr>
<th>TABLE 1.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder head P/N</td>
<td>Installed on engine models</td>
</tr>
<tr>
<td></td>
<td>AEIO–320–D1B, D2B, E1A, E1B, E2A, E2B.</td>
</tr>
<tr>
<td></td>
<td>LIO–320–B1A.</td>
</tr>
<tr>
<td>AEL65102–NST05</td>
<td>IO–320–C1A, C1B, C1F, F1A.</td>
</tr>
<tr>
<td></td>
<td>LIO–320–C1A.</td>
</tr>
<tr>
<td>AEL65102–NST07</td>
<td>IO–320–B1A, B1B.</td>
</tr>
<tr>
<td></td>
<td>LIO–320–B1A.</td>
</tr>
<tr>
<td></td>
<td>IO–360–B1A, B1B, B1C.</td>
</tr>
<tr>
<td>Cylinder head P/N</td>
<td>Installed on engine models</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td></td>
<td>HO–360–C1A.</td>
</tr>
<tr>
<td></td>
<td>HIO–360–B1A, B1B, G1A.</td>
</tr>
<tr>
<td></td>
<td>LTO–360–A1A6D.</td>
</tr>
<tr>
<td></td>
<td>TO–360–A1A6D.</td>
</tr>
<tr>
<td></td>
<td>O–540–A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D.</td>
</tr>
<tr>
<td></td>
<td>IO–540–C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D.</td>
</tr>
<tr>
<td></td>
<td>AEIO–540–D4A5, D4B5, D4C5, D4D5.</td>
</tr>
<tr>
<td>AEL65102–NST26</td>
<td>IO–540–J4A5, R1A5.</td>
</tr>
<tr>
<td></td>
<td>TIO–540–C1A, E1A, G1A, H1A.</td>
</tr>
<tr>
<td>AEL65102–NST38</td>
<td>IO–360–F1A.</td>
</tr>
<tr>
<td></td>
<td>TIO–540–AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD.</td>
</tr>
<tr>
<td></td>
<td>LTIO–540–K1AD.</td>
</tr>
<tr>
<td>AEL65102–NST43</td>
<td>O–360–J2A.</td>
</tr>
<tr>
<td></td>
<td>O–540–F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D.</td>
</tr>
<tr>
<td></td>
<td>IO–540–AB1A5, W1A5, W1A5D, W3A5D.</td>
</tr>
<tr>
<td>AEL65102–NST44</td>
<td>O–540–L3C5D.</td>
</tr>
</tbody>
</table>
Requirement: To prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head. If your engine was overhauled or repaired since new, do the following:

1. Determine if ECI cylinder assemblies, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and S/Ns 1 through 9879 are installed on your engine.

Note 2: Serial numbers may have an "L" prefix for a long reach spark plug.

If the cylinder assemblies are not ECI, P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1, no further action is required.

2. If any cylinder assembly is an ECI P/N AEL65102 series "Classic Cast", with casting P/N EC 65099-REV-1 and a S/Ns 1 through 9879, replace the cylinder assembly.

(FAA AD 2006-12-07 refers)

Compliance:

2. Before the cylinder assembly exceeds 800 hours TIS or within 50 hours TIS, whichever occurs later.

Effective Date: 29 June 2006

DCA/LYC/213A FAA AD 2007-04-19R1 Superior Air Parts Cylinders – Replacement


These SAP cast cylinder assemblies may be fitted to the following Lycoming engines:

<table>
<thead>
<tr>
<th>AEIO-320</th>
<th>IO-360</th>
</tr>
</thead>
<tbody>
<tr>
<td>-D, -E</td>
<td>-B, -L, -M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AEIO-360</th>
<th>IO-540</th>
</tr>
</thead>
<tbody>
<tr>
<td>-B, -H</td>
<td>-A, -C, -D, -N, -T, -V, -W</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AEIO-540</th>
<th>LIO-320</th>
</tr>
</thead>
<tbody>
<tr>
<td>-D</td>
<td>-B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AI0-320</th>
<th>LO-360</th>
</tr>
</thead>
<tbody>
<tr>
<td>-A, -B, -C</td>
<td>-A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HIO-360</th>
<th>O-320</th>
</tr>
</thead>
<tbody>
<tr>
<td>-B</td>
<td>-A, -B, -C, -D, -E, -H</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HO-360</th>
<th>O-360</th>
</tr>
</thead>
<tbody>
<tr>
<td>-C</td>
<td>-A, -B, -C, -D, -F, -G, -J</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IO-320</th>
<th>O-540</th>
</tr>
</thead>
</table>

Note 1: The affected cylinder assembly S/N range in this AD has been revised to narrow the applicability even further. Accomplishment of DCA/LYC/213 satisfies the requirements of this AD.

Requirement: To prevent cylinder head fatigue failure and separation at the head-to-barrel threaded interface that could lead to engine failure, accomplish the following:

1. Inspect the aircraft log books to determine which cast cylinder assemblies are fitted.

If the aircraft log books do not list the P/Ns of the cylinders fitted to the engine, then visually inspect the engine to determine which cylinders are fitted.

Replace cylinder assemblies S/N 47LE053559 through to 47LF053643, and 47SE054212 through to 47SF054251, and 52D0531708 through to 52H0532197, and 55E05223 through to 55G05289, and 32WE059006 through to 32WF059067, and 32WHE05379 through to 32WHE05392, and 326WF055517 through to 326WF055532, and 36TF05430 through to 36TWG05453, and 36WF058058 through to 36WG058124, and 366WE056944 through to 366WF057061, and 366WF057150 through to 366WF057232, and 366WF057259 through to 366WG057534, and 366WG057556, 366WG057569, 366WG057598,

Note 2: These affected S/Ns were manufactured between April 2005 and November 2005.


2. Affected Superior Air Parts cast cylinder assemblies listed in Requirement 1 of this AD may not be installed on any engine.

(FAA AD 2007-04-19R1 refers)

Compliance:
1. At 150 hours TTIS (on affected SAP cylinders), or within the next 10 hours TIS, whichever is the later.
2. From the effective date of this AD.

Effective Date:
DCA/LYC/213 - 12 March 2007
DCA/LYC/213A - 26 April 2007

DCA/LYC/217 FAA AD 2002-12-07 Oil Filter Converter Plate Gasket – Inspection

Applicability: This AD is applicable to the following reciprocating engines models that were manufactured new, rebuilt or overhauled, or had the oil filter converter plate kit P/N LW-13904 or gasket P/N LW13388 replaced after 1 April 1999.

Model O–320–H1AD, –H1BD, –H2AD, –H2BD, –H3AD and –H3BD engines
Model IO–360–A1B6D, –A1D6D, –A3B6D, –A3D6D, –C1E6D, –J1AD and –J1A6D engines
Model (L)TO–360–A16D, –C1A6D, –E1A6D and –F1A6D engines
Model TIO–360–C1A6D engines
Model (L)HIO–360–E1AD, –E1BD and –F1AD engines
Model IO–540–C4D5D, –K1A5D, –K1B5D, –K1E5D, –K1F5D, –K1G5D, –K1J5D, –L1A5D, –L1B5D, –M1A5D, –M1B5D, –M2A5D, –T4A5D, –T4B5D, –T4C5D, –U1A5D, –U1B5D, –V4A5D, –W1A5D and –W3A5D engines
Model AEIO–540–L1B5D engines
Model TIO–541–E series engines
Model TIGO–541–D1A, –D1B and –E1A engines
Model IO–720–A1BD, –B1BD, –B1CD, –D1BD and –D1CD engines
Model IO–720–D1BD engines
Model IO–720–D1CD engines
Model IO–720–E1BD engines
Model IO–720–E1CD engines
Model IO–720–F1BD engines
Model IO–720–F1CD engines
Model IO–720–G1BD engines
Model IO–720–G1CD engines
Model IO–720–H1BD engines
Model IO–720–H1CD engines
Model IO–720–J1BD engines
Model IO–720–J1CD engines
Model IO–720–K1BD engines
Model IO–720–K1CD engines
Model IO–720–L1BD engines
Model IO–720–L1CD engines
Model IO–720–M1BD engines
Model IO–720–M1CD engines
Model IO–720–N1BD engines
Model IO–720–N1CD engines
Model IO–720–O1BD engines
Model IO–720–O1CD engines
Model IO–720–P1BD engines
Model IO–720–P1CD engines
Model IO–720–Q1BD engines
Model IO–720–Q1CD engines
Model IO–720–R1BD engines
Model IO–720–R1CD engines
Model IO–720–S1BD engines
Model IO–720–S1CD engines
Model IO–720–T1BD engines
Model IO–720–T1CD engines
Model IO–720–U1BD engines
Model IO–720–U1CD engines
Model IO–720–V1BD engines
Model IO–720–V1CD engines
Model IO–720–W1BD engines
Model IO–720–W1CD engines
Model IO–720–X1BD engines
Model IO–720–X1CD engines
Model IO–720–Y1BD engines
Model IO–720–Y1CD engines
Model IO–720–Z1BD engines
Model IO–720–Z1CD engines

Note 1: This AD supersedes DCA/LYC/199A and introduces requirement 3 as a terminating action to the repetitive replacement requirements of the converter plate gasket P/N LW-13388 and the oil converter plate kit P/N LW-13904.
Requirement: To prevent complete loss of engine oil and possible seizure of the engine and fire due to oil leaks between the converter plate and accessory housing, accomplish the following:

1. For engines with more than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:
   Replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of Lycoming MSB 543A dated 30 August 2000 before further flight.

2. For engines with less than 50 hours TSN, TSO or time since the last replacement of the oil filter converter plate gasket P/N LW-13388 or the oil filter converter plate P/N LW-13904:
   Inspect the oil filter base for signs of oil leaks between the oil filter base and the accessory housing and also inspect for any evidence of the gasket extruding beyond the perimeter of the base. If any oil leaks are found, or if the seal is damaged, extruded, displaced or deteriorated, replace the converter plate gasket or converter plate kit per paragraphs 1 and 2 of MSB 543A before further flight.

3. Replace the oil filter converter plate gasket or oil filter converter plate kit per part II or part III of Lycoming Supplement No. 1 of MSB 543A dated 4 October 2000, or Lycoming MSB 543B dated 1 July 2003.

Note 2: Replacement of oil filter converter plate gasket P/N LW-13388 with a new gasket P/N 06B23072 per part II or part III of Supplement No. 1 of MSB 543A, or MSB 543B is a terminating action to requirements 1 and 2 of this AD.

Note 3: Lycoming SB No. 543A and Supplement No. 1 of MSB 543A pertains to the subject of this AD. SB No. 543B has superseded SB No. 543A and Supplement No. 1 of MSB 543A.

(AD 2002-12-07 refers)

Compliance:

1. Before further flight unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.

2. Within the next 10 hours TIS or the next 3 days, whichever occurs sooner unless previously accomplished, and thereafter replace the converter plate gasket P/N LW-13388 or the oil converter plate kit P/N LW-13904 at intervals not to exceed 50 hours TIS.

3. By 18 December 2009, unless previously accomplished.

Effective Date: 18 December 2008
**Note 4:** The set of numbers appearing on the cylinder above and to the left of the S/N in the form of "123456" is not used for determining applicability.

**Table 1:**

<table>
<thead>
<tr>
<th>Cylinder Assembly P/N:</th>
<th>Installed on Engine Models:</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEIO-320</td>
<td>D1B, D2B, E1A, E1B, E2A, E2B.</td>
</tr>
<tr>
<td>AIO-320</td>
<td>A1A, A1B, A2A, A2B, B1B, C1B.</td>
</tr>
<tr>
<td>LIO-320</td>
<td>B1A.</td>
</tr>
<tr>
<td>AEL65102-NST05</td>
<td>IO-320-C1A, C1B, C1F, F1A.</td>
</tr>
<tr>
<td>LIO-320</td>
<td>C1A.</td>
</tr>
<tr>
<td>IO-320</td>
<td>A1A, A2A.</td>
</tr>
<tr>
<td>AEL65102-NST07</td>
<td>IO-320- B1A, B1B.</td>
</tr>
<tr>
<td>LIO-320</td>
<td>B1A.</td>
</tr>
<tr>
<td>IO-360</td>
<td>B1A, B1B.</td>
</tr>
<tr>
<td>HO-360</td>
<td>A1A, B1A, B1B.</td>
</tr>
<tr>
<td>HIO-360</td>
<td>B1A, B1B.</td>
</tr>
<tr>
<td>AEIO-360</td>
<td>B1A, B1B.</td>
</tr>
<tr>
<td>IO-540</td>
<td>C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5.</td>
</tr>
</tbody>
</table>
Cylinder Assembly P/N: | Installed on Engine Models: |
---|---|
AEL65102-NST26 | IO-540-J4A5, R1A5. TIO-540-C1A, E1A, G1A, H1A. |
AEL65102-NST38 | IO-360-F1A. TIO-540-AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540-K1AD. |
AEL65102-NST43 | O-360-J2A. O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540-AB1A5, W1A5, W1A5D, W3A5D. |
AEL65102-NST44 | O-540-L3C5D. |

**Requirement:**

To prevent loss of engine power due to cracks in the cylinder assembly head-to-barrel interface and possible engine failure caused by separation of a cylinder head, accomplish the following:

1. Inspect the aircraft logbooks and/or the aircraft and determine if the engine has been overhauled since new, or if a cylinder assembly has been replaced since new. No further action is required if the engine has not been overhauled since new, or a cylinder assembly has not been replaced since new.

If the engine has been overhauled since new, or a cylinder assembly has been replaced since new, determine if any ECi Titan cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 and 35239-01 through to 42179-30 and cylinder head P/N AEL85099 is fitted to the aircraft engine. No further action is required if an ECi cylinder assembly P/N AEL65102 is not fitted to the engine. No further action is required if an ECi cylinder assembly P/N AEL65102 is fitted to the engine, and the S/N is not an affected S/N.
If an affected S/N cylinder assembly is fitted to the engine, accomplish requirement 2 of this AD.

2. Visual Inspection:
Inspect the area around the exhaust valve side of the cylinder for cracks and any signs of black or white residue. Replace cracked cylinder assemblies before further flight. Information on cylinder assembly visual inspection can be found in ECi MSB No. 08-1.

Compression test:
Accomplish a standard cylinder differential compression test. If the cylinder pressure is below 70 lbs/square inch, apply a water and soap solution to the side of the leaking cylinder near the head-to-barrel interface.

If air leaks and bubbles are observed on the side of the cylinder assembly near the head-to-barrel interface, replace the cylinder assembly before further flight.

For cylinder assemblies P/N AEL65102, S/N 1138-02 through to 35171-22 only, if the low cylinder pressure reading is as a result of leaking inlet or exhaust valves, or leaking piston rings, repair or replace the engine cylinder assembly before further flight.

3. Cylinder assemblies P/N AEL65102, S/N 35239-01 through to 42179-30 shall not be fitted to any engine, and shall not be repaired or reused.

(FAA AD 2009-26-12 refers)

Compliance:
1. Before further flight.
2. For cylinders with S/N 1138-02 through to 35171-22:
   Accomplish a visual inspection and compression test before exceeding 350 hours TTIS on the cylinder, or within the next 10 hours TIS for a cylinders with between 350 hours TTIS and 2000 hours TTIS whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.

   Replacement of cylinder assemblies fitted to helicopter engines: Before exceeding 1500 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 1500 hours TTIS, whichever occurs sooner.

   Replacement of cylinder assemblies fitted to aeroplane engines: Before exceeding 2000 hours TTIS for cylinders that pass the visual inspection and compression tests, or within the next 25 hours TIS for cylinders with more than 2000 hours TTIS, whichever occurs sooner.

   For cylinders with S/N 35239-01 through to 42179-30:
   Within the next 10 hours TIS accomplish a visual inspection and compression test.

   Replace cylinders that pass the initial visual inspection and compression tests before exceeding 350 hours TTIS, and for cylinders with 350 or more hours TTIS replace within the next 25 hours TIS.

3. From 4 February 2010

Effective Date: 4 February 2010
DCA/LYC/221  Cancelled – FAA AD 2015-19-07 refers

Effective Date: 3 November 2015

DCA/LYC/222  FAA AD 2012-03-06  AVStar Fuel Servos – Inspection

Applicability: All Lycoming fuel injected engines fitted with a AVStar Fuel Systems, Inc. (AFS) fuel servo diaphragm P/N AV2541801 or P/N AV2541803.

Note: This AD supersedes DCA/LYC/219 to expand the applicability to include additional affected engines. Affected fuel servos and fuel servo diaphragms are listed in AFS MSB No. AFS-SB6 revision 2, dated 6 April 2011. This SB remains unchanged since the issue of superseded DCA/LYC/219.

Requirement: To prevent fuel servo failure which could result in loss of engine power and aircraft control, accomplish the following:

1. Review the aircraft records and determine if an AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from an affected production lot listed in AFS MSB No. AFS-SB6 revision 2, dated 6 April 2011 was installed in the fuel servo any time after 20 May 2010.

If the fuel servo is found fitted with an affected diaphragm, replace the fuel servo before further flight

2. Fuel servos with an affected AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from the production lots listed in AFS MSB No. AFS-SB6 revision 2 shall not be fitted to any aircraft.

(FAA AD 2012-03-06 refers)

Compliance: 1. Within the next 5 hours TIS unless previously accomplished.

2. From 24 February 2012.

Effective Date: 24 February 2012
From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the FAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2012-19-01  Crankshaft – Identification and Replacement
Effective Date: 24 October 2012

2015-02-07  Propeller Governor – Inspection
Effective Date: 11 March 2015

2015-19-07  Fuel Injector Lines – Inspections
Effective Date: 3 November 2015

2017-16-11  Connecting Rod Small End Bushings – Inspection
Applicability:

All Lycoming engines listed in Table 1 of Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated 4 August 2017, and

All Lycoming engines that were overhauled or repaired using any replacement part listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August, 2017, which was shipped from Lycoming Engines during the dates listed in Table 2 of Lycoming Engines MSB No. 632B, dated 4 August 2017.

Effective Date: 15 August 2017

* DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection

Applicability:

All Lycoming engines fitted with parallel valve cylinder and head assemblies listed in Table 1 of Lycoming Mandatory Service Bulletin (MSB) 634, dated 11 October 2018, or later FAA approved revision.

Note: DCA/LYC/224A revised to introduce a repetitive inspection requirement for affected parallel valve cylinder and head assemblies, until replacement per requirement 2 of this AD. Affected cylinder and head assemblies were supplied in cylinder kits and installed on all parallel valve engines (except O-235 model engines), that were supplied by Lycoming Engines between 1 September 2013 and 30 April 2015. To identify affected cylinder and head assemblies refer to Lycoming MSB 634.

Requirement:

To prevent loss of engine power due to a cracked cylinder assembly, accomplish the following:

1. Inspection:
   Inspect affected parallel valve cylinder and head assemblies for visible discolouration/residue on the cylinder fins. If residue is found on the cylinder fins, then the cylinder may be cracked and further investigation is required. Accomplish a compression test on affected cylinders (refer to Lycoming Service Instruction 1191A). If the compression value does not meet OEM requirements, then the cylinder may be cracked and further investigation is required. Any loss of compression may be due to a cracked cylinder assembly. If a whistling sound is evident while accomplishing the compression test, then the cylinder may be cracked and further investigation is required. If a cracked cylinder assembly is found, then replace all affected parallel valve cylinder and head assemblies fitted on the engine, before further flight.
2. **Replacement:**
Remove and replace all parallel valve cylinder and head assemblies listed in Table 1 of MSB 634, dated 11 October 2018, or later FAA approved revision.

Affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634 shall not be overhauled, refurbished, or repaired and returned to service.

From the effective date of this AD, an affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634, shall not be installed on any engine.

**Compliance:**

1. **Inspection:**
   Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. **Replacement:**
   Replace all affected cylinder and head assemblies at the next engine overhaul.

**Effective Date:**
- DCA/LYC/224 - 25 October 2018
- DCA/LYC/224A - 28 February 2019