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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-063/2003

Nahrazuje CAA-AD-4-072/98

Datum vydání: 16. července 2003

Textron Lycoming

IO-320, LIO-320, IO-360, HIO-360, ++

MOTOR - PALIVOVÉ ČERPADLO - KONTROLA

Týká se: pístových motorů vyrobených firmou Textron Lycoming následujících typů a verzí IO-320, LIO-320, IO-360, HIO-360, TIO-360, LTIO-360, GO-435, GO-480, IGO-480-A1B6, IO-540, IGO-540, AEIO-540, HIO-540, TIO-540, LTIO-540, TIGO-541, IO-720, a TIO-720 vybavených rotačním palivovým čerpadlem Crane/Lear Romec RG9080, RG9570, a RG17980 série "AN" uvedených v „Table 1 FAA AD 2003-14-03“ (příloha tohoto PZZ).

Důvod vydání: předejít netěsnostem palivového rotačního čerpadla, což může vést k požáru motoru a následně ke zničení letounu.

Datum účinnosti: 4.zář 2003.

Provést v termínech:

Jak je popsáno v FAA AD 2003-14-03 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2003-14-03

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do motorové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Beneš.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2003-14-03, který nahrazuje FAA AD 98-18-12.

Ing. Pavel MATOUŠEK
ředitel

2003-14-03 Textron Lycoming: Amendment 39-13222. Docket No. 97-ANE- 50-AD. Supersedes AD 98-18-12, Amendment 39-10728.

Applicability: This airworthiness directive (AD) is applicable to Textron Lycoming IO-320, LIO-320, IO-360, HIO-360, TIO-360, LTIO- 360, GO-435, GO-480, IGO-480-A1B6, IO-540, IGO-540, AEIO-540, HIO- 540, TIO-540, LTIO-540, TIGO-541, IO-720, and TIO-720 reciprocating engines, with Crane/Lear Romec RG9080, RG9570, and RG17980 series "AN" rotary fuel pumps listed in Table 1 installed. Table 1 follows:

Table 1.--Applicable Pump Cross Reference List

Lear/Romec Series	Textron Lycoming Part Number (P/N)
RG9080F2	68262, 68262-85
RG9080J4A	LW-13909, LW-13909-85
RG9080J6A	LW-14444, LW-14444-85
RG9080J7A	LW-13920, LW-13920-85
RG9080J8A	LW-15740, LW-15740-85
RG9570K1	62E22288
RG9570P/P1	LW-19012
RG17980	74547, 74547-85
RG17980A	76188, 76188-85
RG17980D	76486, 76486-85
RG17980E	77443, 77443-85
RG17980J	78993, 78993-85
RG17980K	LW-11166, LW-11166-85
RG17980P	LW-12534, LW-12534-85
RG17980U	62D21153, 62D21

These engines are installed on, but not limited to fuel injected, reciprocating engine-powered aircraft manufactured by Cessna, The New Piper, Inc., Mooney, Raytheon (Beech), Bellanca, Champion, Partenavia, Rockwell, Schweizer, Enstrom, Aerospatiale (SOCATA), Maule, Aero Commander, Helio, Hiller, and Pacific Aerospace Corp.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e)

of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless already done.

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:

(a) If the Lear/Romec part number (P/N) on rotary fuel pumps, series RG9080, RG9570, or RG17980 has an "/M" suffix, the pump has been modified, and no further action is required.

(b) If the P/N does not have an "/M" suffix, perform initial and follow-up torque check inspections of pump relief valve attaching screws in accordance with the Accomplishment Instructions of Lycoming Service Bulletin (SB) No. 529B, dated June 10, 2002, as follows:

(1) Within 10 hours time-in-service (TIS), or 30 days after the effective date of this AD, whichever occurs first, perform the initial torque check inspection. If the torque does not meet the specifications in Lycoming SB No. 529B, dated June 10, 2002, tighten screws to the required torque in accordance with that SB.

(2) Perform follow-up torque check inspections at 50 hour intervals TIS, or 6 months since the previous torque check inspection, whichever occurs first. If the torque does not meet the specification in Lycoming SB No. 529B, dated June 10, 2002, during this follow-up inspection, tighten screws to the required torque in accordance with that SB.

(3) Continue the follow-up torque check inspections required by paragraph (a)(2) of this AD until:

(i) The accumulation of 100 hours TIS since the inspection with the torque remaining within the SB specification; or

(ii) The torque meets the SB specification during the initial inspection and a subsequent inspection taking place after accumulating an additional 50 hours TIS also meets the SB specification.

(4) After the accumulation of 100 hours TIS since the inspection with the torque remaining within the SB specification; visually inspect the pump at 50-hour intervals until the pump is replaced with a modified pump (with the "/M" after the part number).

(c) Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with an unmodified pump (without the "/M" after the part number) requires repeating the initial and follow-up inspections in accordance with paragraph (b) of this AD.

Optional Terminating Action

(d) Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with a modified pump (with the "/M" after the part number) constitutes terminating action for the inspection requirements specified in paragraphs (b)(1) through (b)(4) of this AD.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with § § 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(g) The actions must be done in accordance with Lycoming Service Bulletin No. 529B, dated June 10, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7080; fax (717) 327-7100. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on August 14, 2003.

Issued in Burlington, Massachusetts, on June 30, 2003.

Francis A. Favara,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

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