

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-T-089/2000**

Datum vydání: 08. září 2000

## MOTOR - OLEJOVÝ FILTR - VÝMĚNA

**Týká se:** motorů O-320, (L)O-360, IO-360, (L)TO-360, TIO-360, (L)HIO-360, O-540, IO-540, (L)TIO-540, AEIO-540, TIO-541, TIGO-541, IO-720, vyrobených firmou Textron Lycoming dále specifikovaných v FAA AD 2000-18-53 část Applicability (příloha tohoto PZZ), nově vyrobených, přestavěných, prošlých generální opravou nebo vybavených vyměněnou převodní deskou olejového filtru katalogového čísla P/N LW-13904 nebo plochým těsněním katalogového čísla P/N LW-13388, po datu 1. dubna 1999.

**Důvod vydání:** zabránit úplné ztrátě oleje z motoru a následnému zadření a požáru motoru.

**Datum účinnosti:** ihned po obdržení.

**Provést v termínech:** Jak je popsáno v FAA AD 2000-18-53.

**Postup provedení prací:** Dle pokynů v FAA AD 2000-18-53.

*Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Beneš. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA EMERGENCY AD 2000-18-53.*

**Ing. Pavel MATOUŠEK**

**Ředitel technického inspektorátu**

**Úřad pro civilní letectví**

**2000-18-53 TEXTRON LYCOMING:** Docket No. 2000-NE-36-AD.

## Applicability

This AD is applicable to the following reciprocating engine models that were manufactured new, rebuilt, overhauled, or had the oil filter converter plate P/N LW-13904 or gasket P/N LW-13388 replaced, after April 1, 1999:

<b>O-320</b>	-H1AD, -H1BD, -H2AD, -H2BD, -H3AD, -H3BD
<b>(L)O-360</b>	-A1AD, -A1F6D, -A1G6D, -A1LD, -A3AD, -A4AD, -A5AD, -E1A6D
<b>IO-360</b>	-A1B6D, -A1D6D, -A3B6D, -A3D6D, -C1E6D, -J1AD, -J1A6D

<b>(L)TO-360</b>	-A1A6D, -C1A6D, -E1A6D, -F1A6D
<b>TIO-360</b>	-C1A6D
<b>(L)HIO-360</b>	-E1AD, -E1BD, -F1AD
<b>O-540</b>	-H1A5D, -H1B5D, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5D, -J3C5D, -L3C5D
<b>IO-540</b>	-C4D5D, -K1A5D, -K1B5D, -K1E5D, -K1F5D, -K1G5D, -K1J5D, -L1A5D, -L1B5D, -M1A5D, -M1B5D, -M2A5D, -T4A5D, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -W1A5D, -W3A5D
<b>(L)TIO-540</b>	-K1AD, -S1AD, -AA1AD, -AB1AD, -AB1BD, -F2BD, -J2BD, -N2BD, -R2AD, -T2AD, -V2AD
<b>AEIO-540</b>	-L1B5D
<b>TIO-541</b>	-E Series;
<b>TIGO-541</b>	-D1A, -D1B, -E1A
<b>IO-720</b>	-A1BD, -B1BD, -C1BD, -D1BD, and -D1CD.

**Note 1:** This airworthiness directive (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 (d) 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: Compliance with this AD is required as indicated below, unless already done.

To prevent complete loss of engine oil and subsequent seizing of the engine, and possibility of fire, do the following:

- (a) For engines with more than 50 hours time-since-new (TSN), time-since-overhaul (TSO), or time since the last replacement of the oil filter converter plate gasket, P/N LW-13388, or the converter plate, P/N LW-13904, replace the gasket in accordance with paragraphs 1 and 2 of MSB 543A, dated August 30, 2000, and Textron Lycoming SI No. 1453, dated May 9, 1991, before further flight.

(b) For engines with fewer than 50 hours, TSN, TSO, or time since the last replacement of the oil filter converter plate gasket, P/N LW-13388, or the converter plate, P/N LW-13904, inspect the gasket within 10 hours time-in-service (TIS) or within 3 days after the effective date of this AD for the following:

(1) Inspect the oil filter base for both:

(i) Signs of oil leakage between the oil filter base and the accessory housing. AND,

(ii) Any evidence of the gasket extruding beyond the perimeter of the base.

(2) If there is any oil leakage, or if the seal is damaged, extruded, displaced, or deteriorated, replace the plate gasket in accordance with paragraphs 1 and 2 of MSB 543A, dated August 30, 2000, SI No. 1453, dated May 9, 1991, before further flight.

(c) Thereafter, replace the converter plate gasket, P/N LW-13388, every 50 hours TIS since the last replacement of the gasket.

### **Alternative Methods of Compliance**

(d) 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. Operators shall submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

**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 Aircraft Certification Office.

### **Special Flight Permits**

(e) Special flight permits may be issued in accordance with sections 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 accomplished.

### **Availability of Manufacturer Service Information**

(f) Copies of the applicable service information may be obtained from Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701, U.S.A. telephone: 570-323-6181. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

### **Effective date**

(g) **Emergency AD 2000-18-53, issued September 5, 2000, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Rocco Viselli, Aerospace Engineer, New York Aircraft

Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, NY 11581; telephone: 516-256-7531; fax: 516-568-2716; e-mail [rocco.viselli@faa.gov](mailto:rocco.viselli@faa.gov).

Issued in Burlington, Massachusetts on September 5, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.