

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Identifiering och eventuell reparation eller byte av
högtryckspump för bränsle

GÄLLER: Motorer angivna i part 1 av 9 och installerade i men ej begränsade
till luftfartyg angivna i part 4 av 9 enligt bifogad kopia av Priority
Letter AD 96-23-03 daterad 28 oktober 1996

ÅTGÄRD: Utför åtgärder angivna i Priority Letter AD 96-23-03.
Meddela Luftfartsinspektionen inom 48 timmar om installerad
felaktig bränslepump (enligt part 7 av 9 i AD 96-23-03) lämpligen på
störningsrapport, materielfelsrapport utgiven av Luftfartsinspektionen

TID FÖR
ÅTGÄRD: Inom 5 flygtimmar räknat från detta LVD:s utgivningsdatum

UNDERLAG: FAA Priority Letter AD 96-23-03
Textron Lycoming Service Bulletin (SB) no, 525 A daterad 7 oktober
1996

REFERENS: FAA Priority Letter AD 96-23-03 (kopia bifogad)

BESLUTS-
DATUM: 1996-10-30

LFS: 1996:63

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med
hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges
i luftfartsverkets författningssamlingar LFS.

96-23-03 Textron Lycoming: Amendment 39-9826. Docket 96-ANE-31.

Applicability: Textron Lycoming 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 reciprocating engines, with high pressure fuel pumps, Part Number (P/N) LW-15473 that have manufacturing date codes: 154739506, 154739507, or 154739510; and that were either installed on engines shipped from Textron Lycoming between July 18, 1995, and August 14, 1996, inclusive; or were purchased as replacement high pressure fuel pumps on or after July 18, 1995. These engines are installed on **but not limited** to reciprocating engine powered aircraft manufactured by Aerospatiale, American Champion, Bellanca, Cessna, The New Piper Company, Beech, Maule, Mooney, and Schweizer 269 series helicopters.

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 (c) 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 accomplished previously.

To prevent an inflight engine failure due to fuel starvation, which could result in a forced landing, accomplish the following:

(a) Within 5 hours time in service (TIS) after the effective date of this AD, accomplish the following:

(1) Perform a maintenance records check to determine if the engine was shipped from Textron Lycoming between July 18, 1995, and August 14, 1996, inclusive, or had a high pressure fuel pump, P/N LW-15473, installed as a replacement high pressure fuel pump on or after July 18, 1995. This records check may be performed by the owner/operator holding at least a private pilot's certificate issued under Part 61 of the Federal Aviation Regulations (14 CFR part 61). If the engine does not meet that criteria, the owner/operator may sign the maintenance record to indicate that the AD is not applicable, and no further action is required.

(2) If the engine does meet the criteria stated in paragraph (a)(1) of this AD, or if the shipping date of the engine or the installation date of the high pressure fuel pump is unknown, visually inspect the flange of the high pressure fuel pump to determine the manufacturing date code in accordance with Textron Lycoming Service Bulletin (SB) No. 525A, dated October 7, 1996. This inspection may be performed by the owner/operator holding at least a private pilot's certificate. However, any disassembly of the engine other than opening the cowlings must be accomplished by a certificated mechanic. If the manufacturing date code is not one of the following three codes: 154739506, 154739507, or 154739510, no further action is required, and the owner/operator may sign the maintenance record to indicate that the AD is not applicable.

(3) For engines with high pressure fuel pumps that have one of the following manufacturing date codes: 154739506, 154739507, or 154739510, disassemble the high pressure fuel pump, inspect, and, if necessary, repair or replace with a serviceable high pressure fuel pump, in accordance with Textron Lycoming SB No. 525A, dated October 7, 1996. Only certificated mechanics may perform these requirements.

(b) Within 48 hours after inspection, report the finding of unserviceable high pressure fuel pumps, the TIS on the pump, and a contact telephone number to the Manager, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7505,

fax (516) 568-2716. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(c) 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. The request should be forwarded 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.

(d) 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.

(e) The requirements of this AD shall be accomplished in accordance with the following Textron Lycoming SB:

Document No.	Pages	Date
525A	1-4	October 7, 1996

Total pages: 4.

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 Textron Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief 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.

(f) This amendment becomes effective December 17, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-23-03, issued October 28, 1996, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT: Ray O'Neill, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7505, fax (516) 568-2716.