

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO

TYPE AIRCRAFT

adNote

84-26-2 R

AD NUMBER

Induction Air Filters

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

[illegible]

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Amendment 39-4966. Applies to all paper induction air filters used in small airplanes.

Compliance: Required as indicated, unless already accomplished.

To prevent possible engine power loss or stoppage caused by engine ingestion of fragments of a deteriorated induction air filter, accomplish the following:

Within the next one hundred hours time-in-service after the effective date of this AD or prior to the accumulation of 500 hours time-in-service on the filter, whichever occurs later, and thereafter at intervals not exceeding 500 hours time-in-service on the filter:

(a) Replace the air filter with a new filter that is FAA approved for the airplane installation.

(b) Within 100 hours time-in-service replace any filter on which the time-in-service cannot be determined utilizing the airplane maintenance records for this determination.

NOTE: This AD does not alter current maintenance procedures which require inspection of paper induction air filters at 100 hours time-in-service and annual inspections and replacement as necessary based on filter condition.

This amendment becomes effective January 29, 1985.

876 EJ
AIRCRAFT REGISTRATION NOV18209045
AIRCRAFT SERIAL NOV182T
TYPE AIRCRAFT

adNote

93-5-6 R
AD NUMBER

Ignition Switch

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL.	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
9-2-11	0	0	None Switche L	2000.0	2000.0	Ben A/R

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Amendment 39-8511. Docket 92-NM-165-AD.

Applicability: ACS and Gerdes ignition switches; as installed in, but not limited to, Piper Model PA-38-112 series airplanes, Schweizer Model G-164 series (including Model G-164A, G-164B, and G-164C) airplanes, Schweizer Model 2-37 and 2-37A series airplanes, and the following Cessna airplanes; certificated in any category:

Cessna Model	Serial Numbers
150	15074428 through 15079405
A150	A1500389 through A1500734
F150	F15001024 through F15001428
FRA150	FRA1500212 through FRA1500336
152	15279406 through 15286033
A152	A1520735 through A1521049
F152	F15201429 through F15201980
FA152	FA1520337 through FA1520425
172	17261486 through 17276673
R172	R1722000 through R1723454
172RG	172RG0001 through 172RG1191
F172	F17201045 through F17202254
FR172	FR17200441 through FR17200675
177	17701890 through 17702752
177RG	177RG0342 through 177RG1366
F177RG	F177RG0093 through F177RG0177
180	18052317 through 18053203
182	18261786 through 18268615
R182	R18200001 through R18202041
A182	A182-0137 through A182-0148
F182	F18200001 through F18200169
FR182	FR18200001 through FR18200070
185	18502154 through 18504448
U206	U20601980 through U20607020
207	20700222 through 20700788
210	21059893 through 21065009
P210	P21000001 through P21000874

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of ignition switches, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, perform an inspection of the ignition switch to detect wear and corrosion, and lubricate the switch, in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, June 14, 1991. If wear or corrosion is detected, prior to further flight, replace the switch in accordance with the service bulletin. Repeat this inspection and lubricate the ignition switch in accordance with the service bulletin, thereafter, at intervals not to exceed 2,000 flight hours.

NOTE: ACS ignition switches that do not have a "start" position (models A-510-1 and A-510-5) or were manufactured on or after

February 20, 1989, and have not accumulated 2,000 flight hours, need not be lubricated. The manufacture date is stamped on the switch body. These switches are identifiable by red paint in the screw heads on the back of the switch. However, manufacturer lubricated switches that have a "start" position, but do not have a starter solenoid diode, must be inspected and modified.

(b) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, inspect the ignition switch installation to determine if a diode or other surge suppresser is installed on the starter solenoid. If one is not installed, prior to further flight, install a starter solenoid diode in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991.

NOTE: For operators using the Cessna service bulletin to install the diode in the starter solenoid: The procedures for installation are contained in Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991.

(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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection, lubrication, replacement, and modification shall be done in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991, which includes Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991. 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 ACS Products Company, P.O. Box 152, 1585 Copper Drive, Lake Havasu City, Arizona 86403-0008; or Cessna Aircraft Company, Customer Services, P.O. Box 7704, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 29, 1993

Lycoming Engine

TYPE AIRCRAFT

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model TD 540-A1A Serial No: L-13 646-610

DATE	TOTAL TIME AT COMPL	TACH OR RECORDING METER TIME AT COMPL	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
3-14-12	46.1	46.1	Inspection - no Defects	146.1	146.1	[Signature]
10-2-12	68.6	68.6	Inspection - no Defects	168.6	168.6	[Signature]
3-26-13	111.9	111.9	Inspection - no Defects	211.9	211.9	[Signature]
7-24-14	181.7	181.7	Inspection - no Defects	281.7	281.7	[Signature]
7-23-15	236.7	236.7	Inspection - no Defects	336.7	336.7	[Signature]
			See AD 2015-17-07			

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Amendment 39-16894; Docket No. FAA-2007-0218; Directorate Identifier 92-ANE-56-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 25, 2012.

(b) Affected ADs

This AD supersedes AD 2008-14-07, Amendment 39-15602 (73 FR 39574, July 10, 2008).

(c) Applicability

(1) This AD applies to fuel injected reciprocating engines manufactured by Lycoming Engines that incorporate externally mounted fuel injection lines (engines with an "I" in the prefix of the engine model designation) as listed in the following Table 1:

Aerotech Note: Table 1 that was in this position in the FAA's version of this Airworthiness Directive (AD), has been moved to page 2 to facilitate compilation of this adNote™.

(2) Engine models in Table 1 of this AD are installed on, but not limited to, Piper PA-24 Comanche, PA-30 and PA-39 Twin Comanche, PA-28 Arrow, and PA-23 Aztec; Beech 23 Musketeer; Mooney 20, and Cessna 177 Cardinal airplanes.

(3) This AD is not applicable to engines having internally mounted fuel injection lines, which are not accessible. Those engine models are not included in Table 1 of this AD.

(4) This AD is not applicable to engines that have a Maintenance and Overhaul Manual with an Airworthiness Limitations Section that requires inspection of externally mounted fuel injector lines. Those engine models are not included in Table 1 of this AD.

(d) Unsafe Condition

This AD was prompted by Lycoming Engines revising their Mandatory Service Bulletin (MSB) to add engine models requiring inspection. We are issuing this AD to prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, resulting in an engine fire.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(f) Engines That Have Had Initial Inspections

For engines that have had initial inspections in accordance with Textron Lycoming MSB No. 342, dated March 24, 1972; Textron Lycoming MSB No. 342A, dated May 26, 1992; Textron Lycoming MSB No. 342B, dated October 22, 1993; Supplement No. 1 to MSB No. 342B, dated April 27, 1999; Textron Lycoming MSB No. 342C, dated April 28, 2000; Textron Lycoming MSB No. 342D, dated July 10, 2001; Lycoming Engines MSB No. 342E, dated May 18, 2004, or Lycoming Engines MSB 342F, dated June 4, 2010, inspect in accordance with paragraph (h) of this AD.

(g) Engines That Have Not Had Initial Inspections

For engines that have not had initial inspections previously done in accordance with Textron Lycoming MSB No. 342, dated March 24, 1972; Textron Lycoming MSB No. 342A, dated May 26, 1992; Textron Lycoming MSB No. 342B, dated October 22, 1993; Supplement No. 1 to MSB No. 342B, dated April 27, 1999; Textron Lycoming MSB No. 342C, dated April 28, 2000; Textron Lycoming

MSB No. 342D, dated July 10, 2001; Lycoming Engines MSB No. 342E, dated May 18, 2004, or Lycoming Engines MSB 342F, dated June 4, 2010, inspect as follows:

(1) For engines that have not yet had any fuel line maintenance done, or have not had any fuel line maintenance done since new or since the last overhaul, inspect in accordance with paragraph (i) of this AD within 50 hours time-in-service (TIS) after the effective date of this AD.

(2) For all other engines, inspect in accordance with paragraph (i) of this AD within 10 hours TIS after the effective date of this AD.

(h) Repetitive Inspections

Thereafter, inspect at intervals of 100 hours TIS (not to exceed 110 hours), at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved, or loosened, in accordance with paragraph of this AD.

(i) Inspection Criteria

Inspect the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, and replace as necessary any fuel injector fuel line and clamp that does not meet all conditions specified in Lycoming Engines MSB No. 342F, dated June 4, 2010.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19. AMOCs approved previously in accordance with AD 2008-14-07, Amendment 39-15602, are approved as AMOCs for the corresponding requirements in paragraph (h) of this AD.

(k) Related Information

(1) For more information about this AD, contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7337; fax: (516) 794-5531; email: Norman.perenson@faa.gov.

(2) FAA Special Airworthiness Information Bulletin No. NE-07-49, dated September 20, 2007, is not mandatory, but has additional information on this subject.

(l) Material Incorporated by Reference

(1) You must use Lycoming Engines Mandatory Service Bulletin No. 342F, dated June 4, 2010, to perform the actions required by this AD.

(2) The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(3) Contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, or go to www.lycoming.textron.com for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on December 5, 2011. Peter A. White, Manager, Engine & Propeller Directorate, Aircraft Certification Service.

See page 2 for Table 1 →

Table 1–Engine Models Affected

Engine	Model
AEIO-320	-D1B, -D2B, -E1B, -E2B
AIO-320	-A1B, -B1B, -C1B
IO-320	-B1A, -B1C, -C1A, -D1A, -D1B, -E1A, -E1B, -E2A, -E2B
LIO-320	-B1A, -C1A
AEIO-360	-A1A, -A1B, -A1B6, -A1D, -A1E, -A1E6, -B1F, -B2F, -B1G6, -B1H, -B4A, -H1A, -H1B
AIO-360	-A1A, -A1B, -B1B
HIO-360	-A1A, -A1B, -B1A, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A
IO-360	-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A2A, -A2B, -A3B6, -A3B6D, -B1B, -B1D, -B1E, -B1F, -B1G6, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1F, -C1G6, -F1A, -J1A6D, -M1B, -L2A, -M1A
IVO-360	-A1A
LIO-360	-C1E6, -M1A
TIO-360	-A1B, -C1A6D
IGO-480	-A1B6
AEIO-540	-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5
IGO-540	-B1A, -B1C
IO-540	-A1A5, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -B1A5, -B1C5, -C1B5, -C4B5, -C4D5D, -D4A5, -E1A5, -E1B5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -V4A5D, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1H5, -K1J5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5D, -K1K5, -K1E5, -K1E5D, -K1F5, -K1J5, -L1C5, -M1A5, -M1B5D, -M1C5, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -V4A5, -V4A5D, -W1A5, -W1A5D, -W3A5D
IVO-540	-A1A
LTIO-540	-F2BD, -J2B, -J2BD, -N2BD, -R2AD, -U2A, -V2AD, -W2A
TIO-540	-A1A, -A1B, -A2A, -A2B, -A2C, -AE2A, -AH1A, -AA1AD, -AF1A, -AF1B, -AG1A, -AB1AD, -AB1BD, -AH1A, -AJ1A, -AK1A, -C1A, -E1A, -G1A, -F2BD, -J2B, -J2BD, -N2BD, -R2AD, -S1AD, -U2A, -V2AD, -W2A
TIVO-540	-A2A
IO-720	-A1A, -A1B, -D1B, -D1BD, -D1C, -D1CD, -B1B, -B1BD, -C1B

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N876EJ

adNote

2013-11-11 R
AD NUMBER

Oil Pressure Switch

TYPE AIRCRAFT

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
7-26-13	111.9	111.9	Inspr - 83278 is Installed By Factory	3000.0	3000.0	Paul [Signature] FA 970744030

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Amendment 39-17471; Docket No. FAA-2012-1052; Directorate Identifier 2012-CE-014-AD.

(a) Effective Date

This AD is effective August 1, 2013.

(b) Affected ADs

This AD supersedes AD 2000-04-01, Amendment 39-11583 (65 FR 8649, February 22, 2000).

(c) Applicability

This AD applies to Cessna Aircraft Company Models 172R, serial numbers (S/N) 17280001 through 17281618; 172S, S/N 172S8001 through 172S11256; 182S, S/N 18280001 through 18280944; 182T, S/N 18280945 through 18282357; T182T, S/N T18208001 through T18209089; 206H, S/N 20608001 through 20608349; and T206H, S/N T20608001 through T20609079; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 7931, Engine Oil Pressure.

(e) Unsafe Condition

This AD was prompted by new reports of internal failure of the improved engine oil pressure switch, which could result in complete loss of engine oil with consequent partial or complete loss of engine power or fire. We are issuing this AD to increase the applicability of the AD and place a life-limit of 3,000 hours time-in-service (TIS) on the engine oil pressure switch, requiring replacement when the engine oil pressure switch reaches its life limit.

(f) Compliance

Comply with this AD within the compliance times specified, following Cessna Service Bulletin SB 07-79-01, dated January 29, 2007, unless already done.

(g) Actions

(1) At the next scheduled oil change, annual inspection, or 100-hour time-in-service (TIS) inspection after August 1, 2013 (the effective date of this AD), whichever occurs later, but in no case later than 12 months after August 1, 2013 (the effective date of this AD), inspect the engine oil pressure switch to determine if it is part-number (P/N) 77041 or P/N 83278.

(2) If after the inspection required in paragraph (g)(1) of this AD, P/N 77041 engine oil pressure switch is installed, before further flight, replace the engine oil pressure switch with a new, zero time, P/N 83278 engine oil pressure switch. Record the engine oil pressure switch part number, date, and airplane hours TIS in the airplane log book. The recorded engine oil pressure switch TIS will be used as the benchmark for calculation of the 3,000 hour TIS limit on the engine oil pressure switch.

(3) After August 1, 2013 (the effective date of this AD), do not install a P/N 77041 engine oil pressure switch on any affected airplane.

(4) If after the inspection required in paragraph (g)(1) of this AD it is confirmed that P/N 83278 engine oil pressure switch is installed, through inspection of the airplane or engine logbooks determine the TIS of the engine oil pressure switch.

(5) If after the inspection required in paragraph (g)(1) of this AD you cannot positively identify the hours TIS on the P/N 83278 engine oil pressure switch,

before further flight, replace the engine oil pressure switch with a new, zero time, P/N 83278 engine oil pressure switch. Record the engine oil pressure switch part number, date, and airplane hours in the airplane log book. The recorded engine oil pressure switch TIS will be used as the benchmark for calculation of the 3,000 hour TIS limit on the engine oil pressure switch.

(6) When the engine oil pressure switch is at or greater than 3,000 hours TIS or within 50 hours TIS after August 1, 2013 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 3,000 hours TIS on the P/N 83278 engine oil pressure switch, replace it with a new, zero time, P/N 83278 engine oil pressure switch. Record the engine oil pressure switch part number, date, and airplane hours in the airplane log book. The recorded engine oil pressure switch TIS will be used as the benchmark for calculation of the 3,000 hour TIS limit on the engine oil pressure switch.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(i) Related Information

(1) For more information about this AD, contact Jeff Janusz, Sr. Propulsion Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209 phone: (316) 946-4148; fax: (316) 946-4107; email: jeff.janusz@faa.gov.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Cessna Service Bulletin SB 07-79-01, dated January 29, 2007.

(ii) Reserved.

(3) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax (316) 942-9006; Internet: www.cessna.com/customer-service/technical-publications.html.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. Show citation box.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on June 7, 2013.

Earl Lawrence, Manager, Small Airplane Directorate, Aircraft Certification Service.

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adNote

2015-19-7 R
AD NUMBER

Lycoming Engine

TYPE AIRCRAFT

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model: JTD-540-AR1A Serial No: L-13646-6117

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			MSB 342G			
7-22-16	311.7	311.7	Insps - NO Defects	411.7	411.1	[Signature]
7-27-17	379.3	379.3	Insps - NO Defects	479.3	479.3	[Signature]
7-21-18	452.0	452.0	Insps - NO Defects	552.0	552.0	[Signature]
7-19-19	506.6	506.6	Insps - NO Defects	606.6	606.6	[Signature]
7-17-20	592.3	592.3	Insps - NO Defects	692.3	692.3	[Signature]
7-16-21	695.6	~	Insps - NO Defects	795.6	-	[Signature]

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Amendment 39-18269; Docket No. FAA-2007-0218; Directorate Identifier 92-ANE-56-AD.

(a) Effective Date

This AD is effective November 3, 2015.

(b) Affected ADs

This AD supersedes AD 2011-26-04, Amendment 39-16894 (76 FR 79051, December 21, 2011).

(c) Applicability

This AD applies to Lycoming Engines fuel injected reciprocating engine models identified in Table 1 to paragraph (c) of this AD, with externally mounted fuel injector fuel lines (stainless steel tube assembly), installed.

Aerotech Note: Table 1 that was in this position in the FAA's version of this Airworthiness Directive (AD), has been moved to page 2 to facilitate compilation of this adNote™.

Engine models IO-540-AG1A5, LIO-360-M1A, IO-390-A Series, AEIO-390-A Series, IO-540-AF1A5, IO-580-B1A, and AEIO-580-B1A, are not listed in Table 1. These engine models are accounted for in the Maintenance and Overhaul Manual with an Airworthiness Limitations Section. As Lycoming has more engine models certified they will add them to this list of engines with a Maintenance and Overhaul Manual. To determine if your engine has a Maintenance and Overhaul Manual you can either contact Lycoming, or you can refer to Lycoming's list of maintenance publications for engines that have a Maintenance and Overhaul Manual.

(d) Unsafe Condition

This AD was prompted by revised service information that added engine models to the applicability. This service information adds engine models requiring inspection and technical updates. We are issuing this AD to prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine damage, and damage to the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(i) Initial Inspections

(i) Within 10 hours time-in-service (TIS) after the effective date of this AD, inspect the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles. Use Lycoming Engines Mandatory Service Bulletin (MSB) No. 342G, dated July 16, 2013; Supplement No. 1 to MSB No. 342G, dated August 29, 2013; and Supplement No. 2 to MSB No. 342G, dated January 23, 2014 to perform the inspection. Replace any fuel injector fuel line or clamp that fails the inspection required by the Fuel Line Inspection and Installation Checklist in MSB No. 342G.

(ii) Thereafter, re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul. Use Lycoming Engines MSB No. 342G, dated July 16, 2013; Supplement No. 1 to MSB No. 342G, dated August 29, 2013; and Supplement No. 2 to MSB No. 342G, dated January 23, 2014 to perform the inspection and the Fuel

Line Inspection and Installation Checklist in MSB No. 342G to perform the re-inspection.

(f) Credit for Previous Actions

If you inspected your fuel injector fuel lines and clamps using Lycoming Engines MSB No. 342F, dated June 4, 2010, or earlier versions, you met the initial inspection requirements of this AD. However, you must still comply with the repetitive inspection requirements of paragraph (e)(1)(ii) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, New York Aircraft Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request. AMOCs previously approved for AD 2008-14-07, Amendment 39-15602 (73 FR 39574, July 10, 2008) ("AD 2008-14-07") and AD 2011-26-04, Amendment 39-16894 (76 FR 79051, December 21, 2011) ("AD 2011-26-04") are approved as AMOCs to the corresponding requirements in paragraph (e) of this AD.

(h) Related Information

(1) For more information about this AD, contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; email: norman.perenson@faa.gov.

(2) FAA Special Airworthiness Information Bulletin NE-07-49R1 contains additional information on this subject.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Lycoming Engines Mandatory Service Bulletin (MSB) No. 342G, dated July 16, 2013.

(ii) Lycoming Engines MSB No. 342G, Supplement No. 1, dated August 29, 2013.

(iii) Lycoming Engines MSB No. 342G, Supplement No. 2, dated January 23, 2014.

(3) For Lycoming Engines service information identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: 800-258-3279; fax: 570-327-7101; Internet: <http://www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx>.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 11, 2015.

Thomas A. Boudreau, Acting Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

(See page 2)

Table 1 to Paragraph (c)—Engine Models Affected

Engine	Model
AEIO-320	-D1B, -D2B, -E1B, -E2B.
AIO-320	-A1B, -B1B, -C1B.
IO-320	-B1A, -B1C, -C1A, -D1A, -D1B, -E1A, -E1B, -E2A, -E2B.
LIO-320	-B1A, -C1A.
AEIO-360	-A1A, -A1B, -A1B6, -A1D, -A1E, -A1E6, -B1F, -B2F, -B1G6, -B1H, -B4A, -H1A, -H1B.
AIO-360	-A1A, -A1B, -B1B.
HIO-360	-A1A, -A1B, -B1A, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A.
IO-360	-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A2A, -A2B, -A3B6, -A3B6D, -B1B, -B1D, -B1E, -B1F, -B1G6, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1F, -C1G6, -F1A, -J1A6D, -M1B, -L2A, -M1A.
IVO-360	-A1A.
LIO-360	-C1E6.
TIO-360	-A1B, -C1A6D.
IGO-480	-A1B6.
AEIO-540	-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5.
IGO-540	-B1A, -B1C.
IO-540	-A1A5, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -B1A5, -B1C5, -C1B5, -C1C5, -C4B5, -C4D5D, -D4A5, -D4B5, -E1A5, -E1B5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -V4A5D, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1H5, -K1J5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5D, -K1K5, -K1E5, -K1E5D, -K1F5, -K1J5, -L1C5, -M1A5, -M1B5D, -M1C5, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -V4A5, -V4A5D, -W1A5, -W1A5D, -W3A5D.
IVO-540	-A1A.
LTIO-540	-F2BD, -J2B, -J2BD, -N2BD, -R2AD, -U2A, -V2AD, -W2A.
TIO-540	-A1A, -A1B, -A2A, -A2B, -A2C, -AE2A, -AH1A, -AA1AD, -AF1A, -AF1B, -AG1A, -AB1AD, -AB1BD, -AH1A, -AJ1A, -AK1A, -C1A, -E1A, -G1A, -F2BD, -J2B, -J2BD, -N2BD, -R2AD, -S1AD, -U2A, -V2AD, -W2A.
TIVO-540	-A2A.
IO-720	-A1A, -A1B, -D1B, -D1BD, -D1C, -D1CD, -B1B, -B1BD, -C1B.