

876EF
AIRCRAFT REGISTRATION NO

VK209045
AIRCRAFT SERIAL NO

8182T
TYPE AIRCRAFT

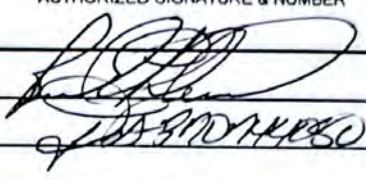
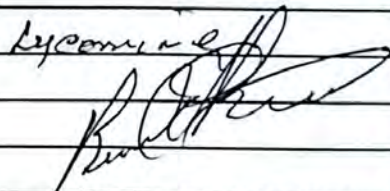
adNote

2003-14-3 N/R
AD NUMBER

"AN" Rotary Fuel Pump

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

Pump Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL		DUE AT	DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME				
9-21-11	0	0	Per By Part No "M"					
3-14-12	464		Human Pump RG 17980U/MRY S/N B-4924 Per SB 11-73-D1-21 AN17 A-170150RY 109-312					

© 2003 AeroTech Publications, Inc., All rights reserved

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

(Over)→

876 EF
AIRCRAFT REGISTRATION NO.

Y142 09045
AIRCRAFT SERIAL NO.

Y182T
TYPE AIRCRAFT

adNote™

2009-2-3 N/R
AD NUMBER

Precision Airmotive Fuel Injectors

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

Engine Model: TD 540A-1A Serial No: L-13646-617

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	
8-21-11	⊕	⊕	Pre A/P -	Done		Cassina A/E

© 2009 AeroTech publications, Inc. All rights reserved

Amendment 39-15793. Docket No. FAA-2008-0420; Directorate Identifier 2008-NE-10-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 9, 2009.

Affected ADs

(b) This AD supersedes AD 2008-08-14, Amendment 39-15466.

Applicability

(c) This AD applies to the following reciprocating engines with a Precision Airmotive LLC, RSA-5 or RSA-10 series, or Bendix, RSA-5 or RSA-10 series, fuel injection servo, having a servo plug gasket, part number (P/N) 365533, that was installed under the fuel injection servo plug, P/N 383493, on or after August 22, 2006:

(1) Lycoming Engines IO, (L)IO, TIO, (L)TIO, AEIO, AIO, IGO, IVO, and HIO series reciprocating engines.

(2) Teledyne Continental Motors LTSIO-360-RB and TSIO-360-RB reciprocating engines.

(3) Superior Air Parts, Inc. IO-360 series reciprocating engines.

(d) This AD also applies to any other Precision Airmotive LLC RSA-5 or RSA-10 series, or Bendix, RSA-5 or RSA-10 series, fuel injection servo:

(1) That was received for installation on an engine on or after August 22, 2006 without a P/N 2577258 gasket and it does not have a letter "G" on the fuel injection servo plug, P/N 383493; or

(2) Any fuel injection servo that the installation history is not known.

Unsafe Condition

(e) This AD results from Precision Airmotive LLC introducing the installation of a new improved servo plug gasket, P/N 2577258, to the affected Precision Airmotive LLC RSA-5 and RSA-10 series, and Bendix, RSA-5 and RSA-10 series, fuel injection servos. We are issuing this AD to prevent a lean running engine, which could result in a substantial loss of engine power and subsequent loss of control of the airplane.

Compliance

(f) You are responsible for having the actions required by this AD performed before further flight, unless the actions have already been done.

Initial Inspection

(g) Before further flight, inspect the fuel injection servo plug, P/N 383493, for looseness, by attempting to turn it by hand, while being careful not to damage the safety wire or seal. If the plug moves, it is loose.

(h) If the plug is not loose, go to paragraph (j) of this AD.

(i) If the plug is loose, do the following:

(1) Carefully cut and remove the safety wire that spans between the servo plug and regulator cover only.

(2) Remove the servo plug and gasket, P/N 365533, that is behind the plug. The gasket may be slightly stuck to the regulator cover.

(3) Examine the threads on the servo plug and regulator cover for damage. Threads should be smooth and consistent, with no burrs or chips. The servo plug outer diameter threads should also measure within 0.7419-0.7500-inch.

(4) If the threads on either the servo plug or the regulator cover are damaged, or do not measure within the limits in paragraph (i)(3) of this AD, the servo is not eligible for any installation and must be replaced before further flight.

(5) Replace the gasket, P/N 365533, with a new improved gasket, P/N 2577258.

(6) While the hex plug is removed, stamp or scribe the letter "G" onto the face of the hex plug. Information on stamping or scribing can be found in Precision Airmotive LLC Mandatory Service Bulletin (MSB) No. PRS-107 Revision 4, dated July 16, 2008.

(7) When reassembling, do not install any servo plug or regulator cover that is not eligible for installation. Install a new gasket, P/N 2577258, onto the servo plug and reassemble the servo plug to the regulator cover.

(8) Torque the servo plug to a new, higher torque of 90-100 in-lbs, to maintain the proper clamp-up force between the plug and cover.

(9) Safety wire the servo plug with 0.015 thru 0.025 inch diameter wire to the regulator cover screws. Information on properly safety wiring the plug can be found in Precision Airmotive LLC MSB No. PRS-107, Revision 4, dated July 16, 2008.

(10) Inspect all other safety wire on the servo. Replace any that are damaged.

Repetitive Inspections

(j) For servo plugs that passed inspection with a gasket, P/N 365533 installed, at every engine oil change or within every 50 hours of engine run time, whichever occurs first, repeat the inspection and remedial steps specified in paragraphs (g) through (i)(10) of this AD.

Mandatory Terminating Action

(k) By December 31, 2009, as mandatory terminating action to the repetitive inspections required by this AD, replace all servo plug gaskets, P/N 365533 that are installed on servos affected by this AD, with gasket, P/N 2577258.

(l) Use paragraphs (i)(1) through (i)(10) of this AD, to do the gasket replacements.

Prohibition of Installing Gasket P/N 365533

(m) After the effective date of this AD, do not install gasket, P/N 365533, onto any fuel injection servo.

Identification of Servo Plug Gaskets

(n) Servo plug gaskets, P/N 365533, are identified as being made of either a paper or fiber material, impregnated with synthetic rubber. They are relatively flexible and have a rough surface.

(o) Servo plug gaskets, P/N 2577258, are identified as being made of metal with a coating of synthetic rubber. They are relatively rigid and have a smooth surface.

Special Flight Permits Prohibited

(p) Under 14 CFR part 39.23, we are prohibiting special flight permits.

Alternative Methods of Compliance

(q) The Manager, Seattle Aircraft Certification Office, may approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(r) For Precision Airmotive LLC, Richard Simonson, Aerospace Engineer, Propulsion Branch, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055; e-mail: Richard.simonson@faa.gov; telephone (425) 917-6507; fax (425) 917-6590.

(s) For Lycoming Engines, Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; e-mail: Norman.perenson@faa.gov; telephone (516) 228-7337; fax (516) 794-5531.

(t) For Teledyne Continental Motors, Kevin Brane, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; e-mail: kevin.brane@faa.gov; telephone (770) 703-6063; fax (770) 703-6097.

(u) For Superior Air Parts, Inc., Tausif Butt, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, Southwest Regional Headquarters, 2601 Meacham Blvd., Fort Worth, Texas 76137; e-mail: Tausif.butt@faa.gov; telephone (817) 222-5195; fax (817) 222-5785.

(v) FAA Special Airworthiness Information Bulletin NE-09-04, dated January 9, 2009, also pertains to checking servo plugs for looseness on Precision Airmotive LLC RSA-5 and RSA-10 series, and Bendix RSA-5 and RSA-10 series, earlier produced fuel injection servos, not affected by this AD.

(w) Precision Airmotive LLC MSB No. PRS-107, Revision 4, dated July 16, 2008, also pertains to the subject of this AD. Contact Precision Airmotive LLC, 14800 40th Avenue, NE., Marysville, Washington 98271; telephone (360) 651-8282; <http://www.precisionairmotive.com>, for a copy of this MSB.

Material Incorporated by Reference

(x) None.

Issued in Burlington, Massachusetts, on January 13, 2009.
Peter A. White, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

876EF
AIRCRAFT REGISTRATION NO
V18209045
AIRCRAFT SERIAL NO
T182T
TYPE AIRCRAFT

adNote

2009-26-12 N/R
AD NUMBER

ECi Cylinders

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

Engine Model: P2D 540 A1A Serial No: L-19646-61A

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	New Type Engine			PERNA/Lycoming

© 2010 AeroTech publications, Inc., All rights reserved

Amendment 39-16151. Docket No. FAA-2008-0052; Directorate Identifier 2008-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 4, 2010.

Affected ADs

(b) This AD supersedes AD 2008-19-05, Amendment 39-15672.

Applicability

(c) If your engine has not been overhauled, or not had any cylinder assemblies replaced since new, no further action is required.

(d) This AD applies to the Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, "Parallel Valve," reciprocating engines listed in Table 1 of this

AD, with ECi cylinder assembly, part number (P/N) AEL65102 series "Titan," and with cylinder head, P/N AEL85099, installed.

(1) The applicable cylinder assembly serial numbers (S/Ns) are S/N 1138-02 through S/N 35171-22 (referred to in this AD as Group "A" cylinder assemblies); and

(2) S/N 35239-01 through S/N 42179-30 (referred to in this AD as Group "B" cylinder assemblies).

(3) The cylinder assembly P/N is at the crankcase end of the cylinder assembly, and might be difficult to see. As a guide in determining if your cylinder assemblies are affected, all affected cylinder assemblies have cylinder head P/N AEL85099. The cylinder head P/N is at the top of the cylinder head, near the intake and exhaust valve springs, and is easier to locate than the cylinder assembly P/N.

(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 this AD's applicability.

Table 1--Engine Models

Cylinder Assembly Part Number:	Installed on Engine Models:
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B AIO-320-A1A, A1B, A2A, A2B, B1B, C1B LIO-320-B1A
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A LIO-320-C1A
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix) IO-320-A1A, A2A
AEL65102-NST07	IO-320- B1A, B1B LIO-320- B1A
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C
AEL65102-NST10	O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B IO-360-B1A, B1B, B1C HIO-360-A1A, B1A, B1B HIO-360-B1A, B1B AEIO-360-B1B O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5 IO-540-C1B5, C1C5, C2C, C4B5, C4B5D, C4C5,
AEL65102-NST12	D4A5, D4B5, N1A5 O-360-A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6 HIO-360-C1A IO-360-A1G6D, A1H6 HIO-360-B1A, B1B, G1A LTO-360-A1A6D TO-360-A1A6D IO-360-B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B AEIO-360-B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B O-540-A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4C5, G1A5, G2A5, H1A5, H1ASD, H1B5, H1B5D, H2A5, H2ASD, H2B5D IO-540-C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1ASD, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D AEIO-540-D4A5, D4B5, D4C5, D4D5
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, KIAD LTIO-540-KIAD
AEL65102-NST43	O-360-J2A O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D IO-540-AB1A5, W1A5, W1ASD, W3A5D
AEL65102-NST44	O-540-L3C5D

The Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series,

"Parallel Valve", reciprocating engines are installed on, but not limited to, the aircraft listed in the following Table 2:

876 E F
AIRCRAFT REGISTRATION NO.
Y18209045
AIRCRAFT SERIAL NO.
Y182 T
TYPE AIRCRAFT

adNote™

2010-7-8 N/M

AD NUMBER

Kelly Aerospace Turbochargers

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

Turbocharger Model/Serial No.:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
7-21-11	0	0	Insp - 100 No Defects	Person A/E

© 2010 AeroTech Publications, Inc., All rights reserved

Amendment 39-16253. Docket No. FAA-2009-1259; Directorate Identifier 2009-NE-41-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 19, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to certain serial numbers (S/Ns) of Kelly Aerospace Energy Systems, LLC (KAES) rebuilt turbochargers listed by part number (P/N) in the following Table 1 of this AD. The affected S/Ns are listed in Table III of Kelly Aerospace Energy Systems, LLC Service Bulletin (SB) No. 039 A, dated February 10, 2010.

Table 1--Part Numbers of Rebuilt Turbochargers Affected

406610-9005	406610-9015	406610-9018	406610-9019	406610-9020	406610-9021
406610-9025	406610-9026	406610-9028	406610-9029	406610-9030	406610-9032
407810-9001	406990-9004	408610-9001	409170-9001	409680-9011	465680-9001
465680-9004	465680-9005	465930-9002	465930-9003	465292-9002	465292-9004
465398-9002	407540-9003	466881-9001	466642-9001	466642-9002	466642-9005
466304-9003	600572-9000*	600573-9000*	600574-9001*	600575-9001*	600575-9002*
600576-9000*	600700-9001*	600803-9001*	600803-9002*	N/A	N/A

* P/Ns with an asterisk may have a CF prefix.

These rebuilt turbochargers are installed on, but not limited to, the engines and aircraft listed in Table IV of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010.

Unsafe Condition

(d) This AD results from three reports of infant mortality turbine wheel failure in rebuilt turbochargers, since June of 2007. We are issuing this AD to prevent separation or seizure of the turbocharger turbine, which could result in full or partial engine power loss, loss of engine oil, and smoke in the airplane cabin.

Compliance

(e) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD, unless the actions have already been done.

Turbocharger Removal From Service

(f) Remove from service the rebuilt turbochargers listed by P/N in paragraph (c) of this AD that have a S/N listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010.

Installation Eligibility of Removed Turbochargers

(g) Removed turbochargers listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, are eligible for installation once they are overhauled by an FAA- approved repair station. That overhaul must include replacing the turbine wheels listed by P/N in Table II of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, replacing the turbine wheel mating bushings, and marking the attached Return To Service Tag with this AD number, which is AD 2010-07-08.

Installation Prohibition

(h) After the effective date of this AD, do not install any of the turbochargers listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, unless the turbocharger is overhauled as specified in paragraph (g) of this AD.

Alternative Methods of Compliance

(i) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(j) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by the following conditions:

- (1) Use of minimum crew.
- (2) Flight made during daytime, using visual flight rule conditions.
- (3) Maximum flight altitude of 12,000 feet mean-sea-level, based upon terrain.

Related Information

(k) Contact Gary Wechsler, Aerospace Engineer, Propulsion, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; telephone (404) 474-5575; fax (404) 474-5606, for more information about this AD.

Material Incorporated by Reference

(l) You must use Kelly Aerospace Energy Systems, LLC Service Bulletin No. 039 A, dated February 10, 2010, to determine which turbocharger(s) are affected by this AD. 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. Contact Kelly Aerospace Energy Systems, LLC, 2900 Selma Highway, Montgomery, Alabama 36108, telephone (334) 386-5400, fax (334) 386-5450, or go to:

<http://www.kellyaerospace.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; or 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 March 23, 2010.

Robert J. Ganley, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

876EF
AIRCRAFT REGISTRATION NO.

VK209045
AIRCRAFT SERIAL NO.

V182T
TYPE AIRCRAFT

adNote™

2011-13-3 N/M
AD NUMBER

Hartzell Engine Technologies Turbochargers

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

Turbocharger Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9-21-11	0	0	Insp - NO Defects	Cosson A/c

© 2011 AeroTech Publications, Inc., All rights reserved

Lycoming Engines (Type certificate previously held by Textron Lycoming) and Teledyne Continental Motors (TCM) Turbocharged Reciprocating Engines: Amendment 39-16726; Docket No. FAA-2011-0126; Directorate Identifier 2011-NE-03-AD.

Effective Date

(a) This AD is effective July 13, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Lycoming Engines and TCM turbocharged reciprocating engines listed in, but not limited to, Table 1 of this AD, with the following Hartzell Engine Technologies, LLC (HET) turbocharger models TA3601, TAO401, TAO402, TAO411, TAO413, T1879, T18A21, T18A44, THO867, and TEO659, installed:

(1) Newly manufactured turbochargers (otherwise known as the -0000 series) before serial number H-NJL00003, or rebuilt (otherwise known as the -9000 series) before serial number H-NJR00002; and

(2) With less than 50 hours time-in-service (TIS) on the effective date of this AD; and

(3) With a part number listed in Table 2 or Table 3 of this AD; and

(4) With a "slanted A" foundry mark located on the center housing and rotating assembly (CHRA).

Table 1-Engines Affected			
TSIO-520-BE	TSIO-360-H	TIO-540-AF1A	TIGO-541-E
TSIO-360-MB, SB	O-540-L3C5D	TIO-540-AF1B	GTSIO-520-F
TIO-540-AK1A	TSIO-520-T	TIO-540-AH1A	GTSIO-520-K
L/TSIO-360-RB	LTO-360-E1A6D	TIO-541-E1D4	GTSIO-520-D
TIO-540-AE2A	TIO-540-AG1A	TIO-541-E1C4	GTSIO-520-H

Table 2-KAES Turbocharger Part Numbers Affected					
406990-9004	407540-0003	407540-9003	407800-9003	408590-9012	408610-0001
465292-0001	465292-9001	465292-0002	465292-9002	465292-0004	465292-9004
465398-9002	466011-0002	466011-9002	466304-0001	466304-9003	466642-0001
466642-0002	466642-9002	466642-0005	466642-9005	466642-0006	466642-0007
408610-9001	465398-0002	466642-9001	N/A	N/A	N/A

Table 3-Original Equipment Turbocharger Part Numbers Affected					
637374-1	633274-4	635034-2	642518-4	646677	649151-1
649151-2	46C19836	46C19839	46C22924	C295001-0301	C295001-0304
LW-10191	LW-13310	LW-16254	N/A	N/A	N/A

(d) This AD does not require action for:

(1) Turbochargers with more than 50 hours TIS on the effective date of this AD.

(2) Turbochargers with a circled "JT" foundry mark on the CHRA.

(e) This AD does not apply to engines with new or overhauled turbochargers installed on or before September 2001.

Unsafe Condition

(f) This AD was prompted by a turbocharger failure due to machining debris that was not cleaned from the cavities of the center housing and rotating assembly (CHRA), during manufacture. We are issuing this AD to prevent seizure of the turbocharger turbine, which could result in damage to the engine, and smoke in the airplane cabin.

Compliance

(g) Unless already done, disassemble, clean, and reassemble the turbochargers affected by this AD as follows:

Turbochargers With Between 0 and 10 Hours TIS

(1) For affected turbochargers including overhauls, with between 0 and 10 hours TIS on the effective date of this AD, before further flight, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

Turbochargers With More Than 10 Hours TIS But Less Than 50 Hours TIS

(2) For affected turbochargers including overhauls, with more than 10 hours TIS but less than 50 hours TIS on the effective date of this AD, within the next 10 hours TIS, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

(3) Use paragraphs 1 through 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, to do the cleaning.

(4) The reference to Step 16 in paragraph 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, is incorrect. The correct reference is Step 9.

Turbochargers With More Than 50 Hours TIS

(h) For turbochargers with more than 50 hours TIS on the effective date of this AD, no further action is required.

Special Flight Permits

(i) Special flight permits are restricted to day Visual Meteorological Conditions flight only.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Atlanta Aircraft Certification Office, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5575; fax: 404-474-5606; e-mail: gary.wechsler@faa.gov.

Material Incorporated by Reference

(l) You must use Hartzell Engine Technologies, LLC Service Bulletin No. 040, Revision A, dated December 22, 2010, to clean the turbocharger.

(m) 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.

(n) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400, fax: 334-386-5450.

(o) You may review copies of the service information that is incorporated by at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the FAA, call 781-238-7125. 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 June 14, 2011.

Peter A. White, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

876EF
AIRCRAFT REGISTRATION NO.
718209046
AIRCRAFT SERIAL NO.
7182T
TYPE AIRCRAFT

adNote™

2011-15-10 N/M
AD NUMBER

Fuel Servo Diaphragm

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

Engine Model/Serial No: JTD 540 AKA L-13646-61A

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
6-17-11	0	0	New Lycoming Engine Installed 9-21-11 - NO Repair FD SERVO	CSNA/Lycoming

© 2011 AeroTech Publications, Inc., All rights reserved

Superior Air Parts and Lycoming Engines (formerly Textron Lycoming): Amendment 39-16757; Docket No. FAA-2011-0547; Directorate Identifier 2011-NE-13-AD.

(a) Effective Date

This AD is effective August 16, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Superior Air Parts engine models and Lycoming engine models listed in Table 1 of this AD with an AVStar Fuel Systems (AFS) fuel servo diaphragm, part numbers (P/Ns) AV2541801 and AV2541803, installed.

Aerotech Note: We have moved Table 1, that was in this location in the Original FAA version of this Airworthiness Directive, to the reverse side to facilitate compilation of this adNote™ page.

(d) Unsafe Condition

This AD was prompted by an accident involving a Piper PA32R-301. We are issuing this AD to correct the unsafe condition on these products.

(e) Compliance

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

(f) Remove Fuel Servo

If an AFS fuel servo diaphragm P/N AV2541801 or AV2541803 was installed in your fuel servo at any time after May 20, 2010, do the following as specified AVStar Fuel Systems (AFS) Mandatory Service Bulletin (MSB) AFS-SB6, Revision 2, dated April 6, 2011:

(1) Before further flight remove the fuel servo.

(2) After the effective date of this AD, don't install any affected fuel servo containing a discrepant AVStar fuel servo diaphragm, P/N AV2541801 or AV2541803, as listed in AFS MSB AFS-SB6, Revision 2, dated April 6, 2011

(g) Special Flight Permit

We will not issue a special flight permit.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Atlanta Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(i) Related Information

For more information about this AD, contact Neil Duggan, Aerospace Engineer, Atlanta Certification Office, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5576; fax: (404) 474-5606; e-mail: neil.duggan@faa.gov.

(j) Material Incorporated by Reference

(1) You must use AVStar Fuel Systems Mandatory Service Bulletin AFS-SB6, Revision 2, dated April 6, 2011, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(2) Director of the Federal Register approved the incorporation by reference of AVStar Fuel Systems Mandatory Service Bulletin AFS-SB6, Revision 2, dated April 6, 2011, on September 6, 2011 under 5 U.S.C. 552(a) and 1 CFR part 51.

(3) For service information identified in this AD, contact AVStar Fuel Systems, Inc., 1365 Park Lane South, Jupiter, FL 33458; 561-575-1560; Web site: <http://www.avstardirect.com>.

(4) You may review copies of the service information at the FAA, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

(5) 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 July 13, 2011.

Colleen M. D'Alessandro, Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.

(Over)→

876FJ
AIRCRAFT REGISTRATION NO.

Y182 09045
AIRCRAFT SERIAL NO.

Y182T
TYPE AIRCRAFT

adNote™

2008-14-7 R
AD NUMBER

Lycoming Engine

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

Engine Model: TIO-540-AKIA Serial No: L-13646-61A

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	
9-21-11	0	0	New Engine	100.0	100.0	Lycoming / CORONA
11-9-11	26.9	26.9	Textron MSB 342E / per D-6-1	126.9	126.9	Butler [Signature] 11-9-2014/10
			See 2011-26-4			

© 2008 AeroTech Publications, Inc., All rights reserved

Amendment 39-15602. Docket No. FAA-2007-0218; Directorate Identifier 92-ANE-56-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 14, 2008.

Affected ADs

(b) This AD supersedes AD 2002-26-01, Amendment 39-12988.

Applicability

(c) 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 location in the FAA's Original version of this airworthiness directive has been moved to pg. 2 to facilitate compilation of this adNote™.

Engine models in Table 1 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.

(d) This AD is not applicable to engines having internally mounted fuel injection lines, which are not accessible.

(e) 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 engines models are not included in Table 1 of this AD.

Unsafe Condition

(f) This AD results from Lycoming Engines revising their Mandatory Service Bulletin (MSB) to add new engine models requiring inspection, and from the need to clarify a repetitive inspection compliance time. 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.

Compliance

(g) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Engines That Have Had Initial Inspections

(h) 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; and Lycoming Engines MSB No. 342E, dated May 18, 2004, inspect in accordance with paragraph (j) of this AD.

Engines That Have Not Had Initial Inspections

(i) 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; or Lycoming Engines MSB No. 342E, dated May 18, 2004, 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 (k) 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 (k) of this AD within 10 hours TIS after the effective date of this AD.

Repetitive Inspections

(j) 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 (k) of this AD.

Inspection Criteria

(k) 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. 342E, dated May 18, 2004.

Alternative Methods of Compliance

(l) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

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

(n) Contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1000 Stewart Avenue, Suite 410, Westbury, NY 11590; e-mail: Norman.perenson@faa.gov; telephone (516) 228-7337; fax (516) 794-5531, for more information about this AD.

Material Incorporated by Reference

(o) You must use Lycoming Engines Mandatory Service Bulletin No. 342E, dated May 18, 2004, to perform the actions required by this AD. 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. Contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, or go to <http://www.lycomingtexton.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; or 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 June 24, 2008.

Peter A. White, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

(See Table 1 on page 2)

27510 T182T N876EJ
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

adNote™

2012-3-6 N/M

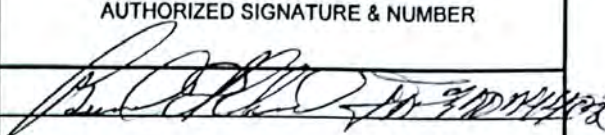
AD NUMBER

...star Fuel Servo Diaphragm

TYPE AIRCRAFT

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

Engine Model/Serial No: T40 540 D1A17 L-13646 61A

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
3-14-12	46.1	46.1	Part - not Install - 12	

© 2012 AeroTech Publications, Inc., All rights reserved

Superior Air Parts, Lycoming Engines (formerly Textron Lycoming), and Continental Motors, Inc. (formerly Teledyne Continental Motors, Continental) Fuel-Injected Reciprocating Engines: Amendment 39-16947; Docket No. FAA-2011-0547; Directorate Identifier 2011-NE-13-AD.

(a) Effective Date

This AD is effective February 24, 2012.

(b) Affected ADs

This AD *supersedes* AD 2011-15-10, Amendment 39-16757 (76 FR 45655, August 1, 2011).

(c) Applicability

This AD applies to all Superior Air Parts, Lycoming Engines, and Continental Motors, Inc., fuel injected reciprocating engine models with an AVStar Fuel Systems, Inc. (AFS) fuel servo diaphragm, part number (P/N) AV2541801 or P/N AV2541803, installed.

(d) Unsafe Condition

This AD was prompted by an accident involving a Piper PA32R-301 airplane, and by the discovery of additional engines being affected by the unsafe condition since we issued AD 2011-15-10, Amendment 39-16757 (76 FR 45655, August 1, 2011). We are issuing this AD to prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane.

(e) Compliance

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

(f) Remove Fuel Servo

(1) Within 5 flight hours after the effective date of this AD, determine if an AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803, from an affected production lot was installed in your fuel servo at any time after May 20, 2010. Use AFS Mandatory Service Bulletin (MSB) No. AFS-SB6, Revision 2, dated April 6, 2011 to determine if your fuel servo has an affected diaphragm. If you determine that your fuel servo has an affected diaphragm, remove the fuel servo from service before further flight.

(2) After the effective date of this AD, do not install any fuel servo containing an AFS fuel servo diaphragm, P/N

AV2541801 or P/N AV2541803 from the production lots listed in AFS MSB No. AFS-SB6, Revision 2, dated April 6, 2011, into any airplane.

(g) Special Flight Permit

Special flight permits are not authorized.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Atlanta Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(i) Related Information

For more information about this AD, contact Kevin Brane, Aerospace Engineer, Atlanta Certification Office, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5582; fax: (404) 474-5606; email: kevin.brane@faa.gov.

(j) Material Incorporated by Reference

(1) You must use AVStar Fuel Systems Mandatory Service Bulletin No. AFS-SB6, Revision 2, dated April 6, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

(2) The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 on August 16, 2011.

(3) For service information identified in this AD, contact AVStar Fuel Systems, Inc., 1365 Park Lane South, Jupiter, FL 33458; (561) 575-1560; Web site: www.avstardirect.com.

(4) You may review copies of the service information at the FAA, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7125.

(5) 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 January 31, 2012.

Peter A. White, Manager, Engine & Propeller Directorate, Aircraft Certification Service.

27510 T182T N876EJ
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

adNote™

2012-19-1 N/M

AD NUMBER

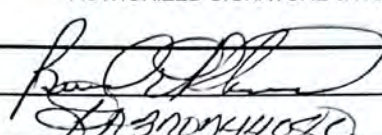
Lycoming Engine

TYPE AIRCRAFT

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

MF9-6-17-2012

Engine Model/Serial No: TIO 540-AK1A L-13646-61A

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
10-2-12	68.6	68.6	OMA By MSB 569A + SERIAL NO.	 SA300K14080

© 2012 AeroTech Publications, Inc. All rights reserved

Amendment 39-17196; Docket No. FAA-2006-24785; Directorate Identifier 2006-NE-20-AD.

(a) Effective Date

This AD is effective October 24, 2012.

(b) Affected ADs

This AD supersedes AD 2006-20-09 (71 FR 57407, September 29, 2006).

(c) Applicability

This AD applies to Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, IO-390, AEIO-390, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, AEIO-580, and IO-720 series reciprocating engines listed by engine model number and serial number in Table 1, Table 2, Table 3, or Table 4 of Lycoming Mandatory Service Bulletin (MSB) 569A, dated April 11, 2006, and those engines with crankshafts listed by crankshaft serial number in Table 5 of Lycoming MSB 569A, dated April 11, 2006. These applicable engines are manufactured new, rebuilt, overhauled, or had a crankshaft installed after January 1, 1997, according to Supplement No. 1 to Lycoming MSB No. 569A, dated May 27, 2009.

(d) Unsafe Condition

This AD results from Lycoming Engines discovering that the March 1, 1997 start date of affected engine models in Lycoming MSB No. 569A, is incorrect. This AD also results from the need to include the IO-390, AEIO-390, and AEIO-580 series engine models having affected crankshafts. We are issuing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

(e) Compliance

You are responsible for having the actions required by this AD performed within the compliance

times specified unless the actions have already been done.

(f) Engines For Which Action Is Required

If you did not previously comply with AD 2006-20-09 or with MSB No. 569A, do the following:

(1) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine serial number (S/N), and Table 5 of MSB No. 569A, dated April 11, 2006, lists your crankshaft S/N, replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(i) The time of the next engine overhaul as specified in Lycoming Service Instruction No. 1009AU, dated November 18, 2009; or

(ii) The next separation of the crankcase, or

(iii) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

(2) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, does not list your engine S/N, and Table 5 of MSB No. 569A does list your crankshaft S/N (an affected crankshaft was installed as a replacement), replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(i) The time of the next engine overhaul as specified in Lycoming Service Instruction No. 1009AU, dated November 18, 2009; or

(ii) The next separation of the crankcase, or

(iii) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

(g) Credit for Previous Actions

(1) If you previously complied with AD 2006-20-09 (71 FR 57407, September 29, 2006), no further action is required.

(2) If you previously accomplished Lycoming MSB No. 569A, no further action is required.

(3) If Lycoming Engines manufactured new, rebuilt, overhauled, or repaired your engine, or replaced the crankshaft in your engine before January 1, 1997, and you have not had the crankshaft replaced, no further action is required.

(4) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine S/N, and Table 5 of MSB No. 569A, dated April 11, 2006, does not list your crankshaft S/N, no further action is required.

(5) For engine model TIO-540-U2A, S/N L-4641-61A, no action is required.

(h) Prohibition Against Installing Certain Crankshafts

After the effective date of this AD, do not install any crankshaft that has a S/N listed in Table 5 of Lycoming MSB No. 569A, dated April 11, 2006, into any engine.

(i) Alternative Methods of Compliance (AMOC)

The Manager, New York Aircraft Certification Office, may approve AMOCs to this AD. Use the procedures in 14 CFR 39.19 to make your request. AMOCs approved for AD 2002-19-03 (67 FR 59139, September 20, 2002) and AD 2006-20-09 (71 FR 57407, September 29, 2006) are approved as AMOCs for this AD.

(j) Related Information

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.

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 24, 2012.

(i) Lycoming Service Instruction No. 1009AU, dated November 18, 2009.

(ii) Lycoming Mandatory Service Bulletin, Supplement No. 1 to Service Bulletin No. 569A, dated May 27, 2009.

(4) The following service information was approved for IBR on November 3, 2006 (71 FR 57407, September 29, 2006).

(i) Lycoming Mandatory Service Bulletin No. 569A, dated April 11, 2006.

(ii) Reserved.

(5) For service information identified in this AD, contact Lycoming, 652 Oliver Street, Williamsport, PA 17701; phone: 570 323-6181; fax: 570-327-7101, or on the Internet at www.Lycoming.Textron.com.

(6) 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.

(7) 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 August 27, 2012.

Colleen M. D'Alessandro, Assistant Manager, Engine & Directorate, Aircraft Certification Service.

27510 T182T
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

N876EJ

adNote™

2012-24-9 Corr. 2 N/M

AD NUMBER

HET Turbocharger

TYPE AIRCRAFT

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

Engine Model/Serial No: TIO-540-AK1A L-13646-L1A

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9-26-13	111.9	111.9	Per rot overhauls	<i>[Signature]</i> 7A 7854680

© 2013 AeroTech Publications, Inc. All rights reserved

CORRECTION: Federal Register Volume 78, Number 9 (Monday, January 14, 2013); Pages 2615-2616.

Lycoming Engines and Continental Motors, Inc. Reciprocating Engines:

Amendment 39-17279; Docket No. FAA-2012-1245; Directorate Identifier 2012-NE-41-AD.

(a) Effective Date

This AD is effective December 20, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Lycoming Engines TIO-540-AK1A, and Continental Motors, Inc. TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines with any of the following turbochargers installed:

(1) Hartzell Engine Technologies (HET) model TA0411 turbochargers, part numbers (P/Ns) 466642-0001; 466642-0002; 466642-0006; 466642-9001; 466642-9002; and 466642-9006, with serial numbers (S/Ns) listed in Table 2 of HET Alert Service Bulletin No. 048, dated November 16, 2012, installed.

(2) HET model TA0411 turbochargers having a turbine wheel, P/N 410188-0019, with any of the turbine wheel S/Ns H120716 through H121988, installed.

(3) HET model TA0411 turbochargers overhauled or repaired since August 29, 2012, using a turbine wheel, P/N 410188-0019, with any of the turbine wheel S/Ns H120716 through H121988, installed.

(d) Unsafe Condition

This AD was prompted by a report of a turbocharger turbine wheel that failed a static strength test at its manufacturing facility. We are issuing this AD to prevent turbocharger turbine wheel failure, reduction or complete loss of engine power, loss of engine oil, oil fire, and damage to the airplane.

(e) Compliance

Before further flight, remove from service the turbochargers identified in paragraph (c) of this AD, unless already done.

(f) Special Flight Permits

Special flight permits are permitted provided that:

(1) The flight is limited to three hours.

(2) The turbocharger boost is set to "Off" in the cockpit (if applicable).

(3) The wastegate for the turbocharger is safety wired in the locked open position.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

For more information about this AD, contact Christopher Richards, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7156; fax: 847-294-7834; email: christopher.j.richards@faa.gov.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Hartzell Engine Technologies Alert Service Bulletin No. 048, dated November 16, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450; internet: <http://www.hartzellenginetech.com>.

(4) You may view this service information at the FAA, 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 November 29, 2012.

Colleen M. D'Alessandro, Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.

27510 T182T
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

N876EJ

adNote™

2013-21-2 N/M

AD NUMBER

HET Turbocharger

TYPE AIRCRAFT

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

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			Not Overhauled	

© 2013 AeroTech Publications, Inc., All rights reserved

Amendment 39-17626; Docket No. FAA-2012-1245; Directorate Identifier 2012-NE-41-AD.

(a) Effective Date

This AD is effective November 13, 2013.

(b) Affected ADs

This AD supersedes AD 2012-24-09, Amendment 39-17279 (77 FR 72203, December 5, 2012; corrected January 14, 2013 (78 FR 2615)).

(c) Applicability

This AD applies to certain Lycoming Engines TIO-540-AK1A, and Continental Motors, Inc. (CMI) LTSIO-360-RB, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines with a Hartzell Engine Technologies (HET) turbocharger installed that has a model number, part number, and serial number identified in Tables 1 and 2 of HET Alert Service Bulletin (ASB) No. 048, dated November 16, 2012.

(d) Unsafe Condition

This AD was prompted by a report that an additional engine, the CMI LTSIO-360-RB, has the affected HET turbochargers installed. We are issuing this AD to prevent turbocharger turbine wheel failure, reduction or complete loss of engine power, loss of engine oil, oil fire, and damage to the airplane.

(e) Compliance

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

(2) After the effective date of this AD and before further flight, remove from service any turbocharger identified in Tables 1 and 2 of HET ASB No. 048, dated November 16, 2012.

(f) Prohibitions

After the effective date of this AD, do not return to service, and do not operate without a special flight permit, any engine with an HET turbocharger installed that is identified in Tables 1 and 2 of HET ASB No. 048, dated November 16, 2012.

(g) Special Flight Permits

Special flight permits are limited to when:

(1) Ferry flights do not exceed three hours duration;

(2) The turbocharger boost is set to "Off" in the cockpit (if equipped); and

(3) The wastegate for the turbocharger is safety wired in the locked open position.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(2) AMOCs approved for AD 2012-24-09 (77 FR 72203, December 5, 2012; corrected January 14, 2013 (78 FR 2615)) remain in effect for this AD.

(i) Related Information

For more information about this AD, contact Christopher Richards, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7156; fax: 847-294-7834; email: christopher.j.richards@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.

(3) The following service information was approved for IBR on December 20, 2012 (77 FR 72203, December 5, 2012; corrected January 14, 2013 (78 FR 2615)).

(i) Hartzell Engine Technologies Alert Service Bulletin No. 048, dated November 16, 2012.

(ii) Reserved.

(4) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450; Internet: <http://www.hartzellenginetech.com>.

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

(6) 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 October 8, 2013.

Colleen M. D'Alessandro, Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

27510 T182T N876EJ
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

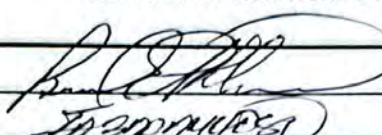
adNote

2017-4-6 N/M

AD NUMBER

United Altimeter

Component Model/Serial No: 5934PAD-35X 492477

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9-29-17	379.3	-	Done By MFG Date	 J. Lyne/FAA

© 2017 AeroTech Publications, Inc., All rights reserved

Amendment 39-18801; Docket No. FAA-2016-9345; Directorate Identifier 2016-CE-028-AD.

(a) Effective Date

This AD is effective April 7, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to United Instruments, Inc. 5934 series altimeters that were manufactured between January 2015 and February 2016 and installed in airplanes and helicopters.

(1) The specific affected serial number altimeters can be found in United Instruments, Inc. Service Bulletin No. 13, dated March 25, 2016. Paragraph (j)(3) of this AD contains addresses for obtaining the service bulletin.

(2) Altimeters that have been corrected by United Instruments, Inc. following Service Bulletin No. 13, dated March 25, 2016, are not affected by this AD and no further action is necessary.

(3) Altimeters that have been corrected by United Instruments, Inc. can be identified by a yellow dot, approximately 1/4 inch (6 mm) in diameter, located approximately 1 inch (25 mm) to the left side of the nameplate. The corrected altimeters will also have a letter "M," approximately 1/8 inch (3mm) high, metal stamped on the nameplate after the name "ALTIMETER."

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 44, Cabin Systems.

(e) Unsafe Condition

This AD was prompted by reports of certain altimeters displaying higher than actual altitude due to a slow diaphragm leak. We are issuing this AD to prevent display of misleading altitude data, which could result in inadvertent flight into terrain.

(f) Compliance

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

(g) Replacement

Within the next 12 months after April 7, 2017 (the effective date of this AD), replace any affected altimeter with a serviceable part following United Instruments, Inc. Service Bulletin No. 13, dated March 25, 2016.

(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 paragraph (i) 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

For more information about this AD, contact Les Lyne, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4190; fax: (316) 946-4107; email: leslie.lyne@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 this AD specifies otherwise.

(i) United Instruments, Inc. Service Bulletin No. 13, dated March 25, 2016.

(ii) Reserved.

(3) For United Instruments, Inc. service information identified in this AD, contact United Instruments, Inc., 3625 Comotara Avenue, Wichita, KS 67226; telephone (316) 636-9203; fax: (316) 636-9243; email:

customerservice@unitedinst.com; Internet: www.unitedinst.com or <http://www.unitedinst.com/Products/SpecificationsSheets/d132811.aspx>.

(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. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9345.

(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 February 6, 2017.

Kelly A. Broadway, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

27510 T182T N876EJ
SUBURBAN AVIATION
ACCT: ED A. JEROWSKI
4383 SECTION RD.
OTTAWA LAKE MI 49267

adNote™

2017-16-11 N/M

AD NUMBER

Lycoming Engine

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

Engine Model/Serial No: TIO-540-AK1A L-13646-617

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9-29-17	3779.3	—	Done By MFG Date Rec MSB 632B	<i>[Signature]</i>

© 2017 AeroTech Publications, Inc. All rights reserved

Amendment 39-18988; Docket No. FAA-2017-0788; Product Identifier 2017-NE-27-AD.

(a) Effective Date

This AD is effective August 15, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

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

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

(d) Subject

Joint Aircraft System Component (JASC) Code 8520, Reciprocating Engine Power Section.

(e) Unsafe Condition

This AD was prompted by several reports of connecting rod failures resulting in uncontained engine failure and in-flight shutdowns (IFSDs). We are issuing this AD to prevent connecting rod failure. The unsafe condition, if not corrected, could result in uncontained engine failure, total engine power loss, IFSD, and possible loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For all affected engines, within 10 operating hours after the effective date of this AD, inspect all affected connecting rods as specified in Lycoming Engines MSB No. 632B, dated August 4, 2017, except for the instruction to complete the online survey and the instruction to review your inventory.

(2) Replace all connecting rods that fail the inspection required by paragraph (g)(1) of this AD with parts eligible for installation.

(h) Installation Prohibition

After the effective date of this AD:

(1) Do not install any Lycoming Engines reciprocating engine that was overhauled or repaired using any replacement part listed in Table 2 of Lycoming Engines MSB No. 632B, dated August 4, 2017, which was shipped from Lycoming Engines during the dates listed in Table 2 of Lycoming Engines MSB No. 632B, dated August 4, 2017, and

(2) do not install any part listed in Table 2 of Lycoming Engines MSB No. 632B, dated August 4, 2017 into any Lycoming Engines reciprocating engine.

(i) Credit for Previous Actions

You may take credit for the actions required by paragraph (g) of this AD if you performed those actions before the effective date of this AD using Lycoming Engines MSB No. 632A, dated July 23, 2017 or earlier versions.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, New York ACO Branch, 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 certification office, send it to the attention of the person identified in paragraph (j) 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.

(k) Related Information

For more information about this AD, contact Norman Perenson, Aerospace Engineer, New York ACO Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; email: norman.perenson@faa.gov.

(l) 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 No. 632B, dated August 4, 2017.

(ii) Reserved.

(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:

www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch. For information on the availability of this material at the FAA, call 781-238-7125.

(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 Burlington, Massachusetts, on August 7, 2017.

Robert J. Ganley, Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

McCauley Governor

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

Engine Model/Serial No: JFO 540-AMA 21368-61A

[illegible]

© 2020 AeroTech Publications, Inc. All rights reserved

Amendment 39-21248; Docket No. FAA-2020-0320; Project Identifier 2019-CE-011-AD.

(a) Effective Date

This AD is effective November 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the McCauley Propeller Systems (McCauley) governors specified in paragraph (c)(1) or (2) of this AD and installed on airplanes, certificated in any category.

(1) Models listed in table 2 of McCauley Alert Service Bulletin No. ASB273C, dated January 30, 2019 (McCauley ASB273C) with a serial number from 170061 through 180501, excluding the serial numbers listed in table 1 of McCauley ASB273C; or

(2) Models listed in table 2 of McCauley ASB273C, with any serial number, that have an installation date after January 31, 2017, or an installation date that cannot be determined.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA)
of America Code 61, Propellers.

(e) Unsafe Condition

This AD was prompted by reports of an unapproved variant idler gear bearing, McCauley part number (P/N) A-20028, installed on governors. All models of McCauley governors have a bearing with P/N A-20028 installed; however, the unapproved variant can be identified with the part marking "BA 59." The FAA is issuing this AD to prevent failure of the idler gear bearing. This failure could result in failure of the governor, loss of propeller pitch control, engine and propeller over speed, engine oil contamination, and loss of control of the airplane.

(f) Compliance

Unless already done, within 50 hours time-in-service after the effective date of this AD or within 24 months after the effective date of this AD, whichever occurs first, replace the governor with a governor eligible for installation.

Note 1 to paragraph (f) of this AD:

Any model McCauley governor that is stamped with the letter B, as specified in the Accomplishment Instructions in McCauley ASB273C, has already complied with the requirements of this AD.

(g) Definition

For the purposes of this AD, a governor eligible for installation is defined as a governor that does not have an idler gear bearing with a part marking "BA 59" installed.

(h) Parts Installation Prohibition

As of the effective date of this AD, do not install on any airplane a McCauley governor unless it is a governor eligible for installation.

(i) **Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Wichita ACO Branch, 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 certification office, send it to the attention of the person identified in paragraph (j) 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.

(j) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4196; fax: (316) 946-4107; email: thomas.teplik@faa.gov or Wichita-COS@faa.gov.

(k) 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) McCauley Alert Service Bulletin No. ASB273C, dated January 30, 2019.

(ii) [Reserved]

(3) For McCauley Propeller Systems service information identified in this AD, contact McCauley Propeller Systems, One Cessna Boulevard, P.O. Box 7704, Wichita, Kansas 67277; telephone: (800) 621-7767 or (316) 831-4021; email: productsupport@txtav.com; internet: <https://mccauley.txtav.com>.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on September 4, 2020.

Lance T. Gant, Director, Compliance & Airworthiness Division, Aircraft Certification Service.