

TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2024-0111

Moteur à piston - Inspection

CONTINENTAL AEROSPACE TECHNOLOGIES, INC.

6-285

A-65

C-115

C-125

C145

C75

C85

C90

C90 (RR)

E165

E185

GO-300

GTSIO-520

IO-240

IO-346

IO-360

IO-470

IO-520

IOF-240

LIO-470

LIO-520

LTSIO-360

LTSIO-520

O-200

O-200 (RR)

O-240

O-300

O-300 (RR)

O-470

TSIO-360

TSIO-470

TSIO-520

TSIO-550

TSIOL-550

LYCOMING ENGINES

AEIO-540

AEIO-580

GO-435

GO-480

GSO-480

HO-360

IGSO-480

IGSO-540

IO-360

IO-540

IO-580

IO-720

IVO-540

LO-360

LTIO-540

LTO-360

O-235

O-290

O-320

O-340
O-350
O-360
O-435
O-540
TIGO-541
TIO-360
TIO-540
TIO-541
TO-360
TVO-435
VO-435
VO-540

DATE D'ENTREE EN VIGUEUR :

26 juin 2024.

CONSTRUCTEUR(S) :

Teledyne Continental Motors, Rolls-Royce ;
Lycoming Engines, Textron Lycoming, AVCO Corporation, AVCO Lycoming Williamsport Division,
AVCO Lycoming Division

APPLICABILITE :

Tous les types et modèles de moteurs, tels que spécifiés dans les TCDS référencées, tous les numéros de série, sauf ceux fabriqués après le 18 juillet 2004, et sauf ceux qui ont été révisés conformément aux instructions applicables émises par le titulaire du certificat de type après le 18 juillet 2004.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de la présente CN :

La CN TCCA : la CN CF-2005-40 de l'Aviation civile Transports Canada (TCCA), datée du 5 décembre 2005.

RAISON :

Après la publication de la CN TCCA, l'EASA a publié le bulletin d'information sur la sécurité (SIB) 2006-01, qui clarifie les raisons pour lesquelles cette CN n'a pas pu être adoptée par l'EASA et recommande la mise en œuvre des actions correctives identifiées dans la CN TCCA.

Ce SIB a été révisé ultérieurement afin d'anticiper et d'expliquer la décision de l'EASA d'adopter la CN TCCA.

Depuis la publication du SIB 2006-01R1, il a été déterminé que l'EASA ne peut pas adopter la CN TCCA, car cette CN n'est pas une CN de l'état de conception et n'est donc pas éligible à l'adoption par l'EASA en vertu des dispositions de la décision ED 2019/018/ED. Quoi qu'il en soit, la position de l'EASA reste que les actions requises par la CN TCCA doivent être mises en œuvre également sur les moteurs exploités dans les États membres de l'UE.

Par conséquent, cette CN est émise pour exiger l'accomplissement des actions requises par la CN TCCA.

ACTIONS ET DELAIS D'APPLICATION :

Sauf si déjà accomplies, les actions suivantes sont rendues impératives :

- (1) Dans le délai de mise en conformité indiqué dans la CN TCCA, effectuer les actions correctives requises par la CN TCCA, le cas échéant (voir la note 1 de la présente CN).
Aux fins de la présente CN, lorsque la CN TCCA fait référence, pour le délai de mise en conformité, à "la date d'entrée en vigueur de la présente directive", il faut lire "à compter de la date d'entrée en vigueur de la présente CN de l'EASA".

Note 1 : Aucune autre action n'est requise par la présente CN pour un moteur conforme à la CN TCCA.

- (2) L'exécution sur un moteur des actions recommandées dans le FAA Special Airworthiness Information Bulletin NE-06-28 du 31 janvier 2006 est acceptable pour se conformer aux exigences du paragraphe (1) de la présente CN pour ce moteur.

DOCUMENTS DE REFERENCE :

TCCA CN CF-2005-40 du 5 décembre 2005.

REMARQUES :

[...]



Airworthiness Directive

AD No.: 2024-0111

Issued: 12 June 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Lycoming Engines
Continental Aerospace Technologies

Type/Model designation(s):

Reciprocating Engines (see Applicability)

Effective Date: 26 June 2024

TCDS Number(s): EASA.IM.E.005, EASA.IM.E.027, EASA.IM.E.032, EASA.IM.E.100, EASA.IM.E.101, EASA.IM.E.105, EASA.IM.E.169, EASA.IM.E.248, US 1E1, US 1E11, US 1E12, US 1E13, US 1E15, US 1E4, US 1E7, US 3E1, US 3E3, US E10EA, US E11EA, US E11EU, US E12CE, US E14EA, US E16EA, US E19EA, US E26EA, US E-205, US E-223, US E-228, US E-229, US E-233, US E-236, US E-246, US E-253, US E-269, US E26EA, US E-273, US E-274, US E-275, US E-277, US E-279, US E-284, US E-286, US E-295, US E-298, US E-304, US E3CE, US E3IN, US E4IN, US E4SO, US E5CE, US E7CE, US E8CE, US E9CE and US TC227.

Foreign AD: Transport Canada Civil Aviation AD CF-2005-40 dated 05 December 2005.

Supersedure: None

ATA 72 – Reciprocating Engine – Inspection

Manufacturer(s):

Teledyne Continental Motors, Rolls-Royce;
Lycoming Engines, Textron Lycoming, AVCO Corporation, AVCO Lycoming Williamsport Division, AVCO Lycoming Division

Applicability:

All engine types and models, as specified in the referenced TCDS, all serial numbers, except those manufactured after 18 July 2004, and except those which have been overhauled in accordance with applicable instructions issued by the Type Certificate Holder after 18 July 2004.



Definitions:

For the purpose of this AD, the following definitions apply:

The TCCA AD: Transport Canada Civil Aviation (TCCA) AD CF-2005-40 dated 5 December 2005.

Reason:

After the issuance of the TCCA AD, EASA issued Safety Information Bulletin (SIB) 2006-01 clarifying the reasons why such AD could not be adopted by EASA, and recommending accomplishment of the corrective actions as identified in the TCCA AD.

That SIB was later revised, to anticipate and explain the decision of EASA to adopt the TCCA AD.

Since SIB 2006-01R1 was issued, it has been determined that EASA cannot adopt the TCCA AD, as that AD is not a State of Design AD, and therefore not eligible for adoption by EASA under the provisions of [ED Decision 2019/018/ED](#). It is anyway still EASA position that the actions required by the TCCA AD have to be implemented also on engines operated in EU Member States.

Consequently, this AD is issued to require accomplishment of the actions required by TCCA AD.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

- (1) Within the compliance time as identified in the TCCA AD, accomplish the Corrective Actions as required by the TCCA AD, as applicable (see Note 1 of this AD).
For the purpose of this AD, where the TCCA AD refers for the compliance time to 'the effective date of this directive', this must be read as 'from the effective date of this EASA AD'.

Note 1: No further action is required by this AD for an engine in compliance with the TCCA AD.

- (2) Accomplishment on an engine of the actions as recommended in the FAA Special Airworthiness Information Bulletin NE-06-28 dated 31 January 2006 is acceptable to comply with the requirements of paragraph (1) of this AD for that engine.

Ref. Publications:

TCCA AD CF-2005-40 dated 05 December 2005.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 10 July 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact, as applicable:

Continental Aerospace Technologies, P.O. Box 90, Mobile, AL 36615; phone: +1-800-326-0089; website: www.continental.aero

Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: +1-800-258-3279; website: <https://www.lycoming.com>

