



Safety Information Bulletin

Airworthiness

SIB No.: 2006-01R1

Issued: 22 September 2015

Subject: **Non-Conformance of Maintenance on Reciprocating Engines – Transport Canada AD CF-2005-40**

Ref. Publications:

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

Revision:

This SIB revises EASA Safety Information (SI) No.: 2006-01 dated 30 January 2006.

Applicability:

All Lycoming (formerly Textron Lycoming) and Continental Motors Inc. (formerly Teledyne Continental) reciprocating engines that have been overhauled, repaired or disassembled between 1 February 2002 and 18 July 2004, to the extent where the main crankcase halves have been split, by B.C. Aero Engines Ltd., located at 5-9566 Hurricane Road, Sidney, British Columbia, Canada.

Description:

In 2006, the prevailing legal opinion on Article 15(1) of Regulation (EC) No 1592/2002 was that EASA had only taken over Member States' obligations that were "related to design approval". This interpretation resulted in the conclusion that EASA was only competent to issue AD's when an unsafe condition was related to type design.

Regarding TCCA AD CF-2005-40, it was determined that the unsafe condition addressed by that AD was not related to type design, but rather the result of inadequate maintenance performed by a Canada-based maintenance organisation – the engine type designs to which the AD applies were not affected.

Consequently, EASA could not adopt the AD and SI No.: 2006-01 was issued instead, inviting the National Aviation Authorities (NAAs) of the EASA member states to take appropriate action under their State of registry responsibility.

Since SI No.: 2006-01 was issued, the interpretation of the basic regulation [currently (EC) 216/2008, Article 20] has been reconsidered and, consequently, EASA is authorised to also issue (and adopt) ADs addressing production - or maintenance errors.

Based on the current legal situation, EASA intends to retro-actively 'adopt' TCCA AD CF-2005-40. Even though it may reasonably be expected that engines currently installed on aeroplanes registered in Europe have either been verified to be not affected by this AD, or have been corrected, this cannot be unequivocally determined.

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This revised SIB is issued to notify all EASA member states' NAAs, affected aircraft owners and operators, as well as engine maintenance facilities, of this intended EASA action.

This SIB gives notice that action will be necessary for any uncorrected engines.

Another result of adopting AD CF-2005-40 will be to ensure that any aircraft with a potentially affected engine installed that is to be imported into Europe, or any spare engine to be installed, would have to show compliance (or that it is not affected), prior to C-of-A issuance or release to service, as applicable. The direct adoption would also avoid the need for an EASA AD action.

At the time of adoption (planned for June 2016), this SIB will be withdrawn / cancelled.

Recommendation(s):

None. Comments on this SIB will be taken into consideration.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

WITHDRAWN

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