

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>AD No. : 2005-0023R2</b></p> <p style="text-align: center;"><b>Date: 20 February 2006</b></p>	
<p>No person may operate a product to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name:</b></p> <p>Lycoming Engines</p>	<p><b>Type/Model designation(s):</b></p> <p>All Lycoming Piston Engines</p>	
<p>TCDS Number: FAA 1E1, 1E4, 1E7, 1E10, 1E11, E10EA, E11EA, 1E12, 1E13, 1E14, E14EA,, 1E15, E16EA, E19EA, E26EA, E00004NY, E-223, E-228, E-229, E-256, E-274, E-275, E-276, E-277, E-279, E-284, E-285, E-286, E-295, E-304, TC 199, TC 210, TC 227</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: This AD supersedes AD's in several EU Member States including France 1999-088(A) R3, and Netherlands NL 1994-046/3</p>		
<b>ATA 72</b>	<b>Exhaust valve and guide – Inspection</b>	
<p><b>Manufacturer:</b></p>	<p>Lycoming Engines (Formerly Textron Lycoming)</p>	
<p><b>Applicability:</b></p>	<p>All Lycoming piston engine models identified by the above FAA TCDS's, installed in aeroplanes and rotorcraft.</p>	
<p><b>Reason:</b></p>	<p>To prevent exhaust valve sticking and power loss.</p> <p>This problem was formerly addressed by national Airworthiness Directive or other mandatory maintenance requirement in several European Union Member States.</p> <p><b>AD 2005-0023R1</b> is issued to increase the 50 hour period before the initial inspection, due to allow more time to obtain the required tooling, and to increase the inspection interval to be consistent with scheduled maintenance activities.</p> <p><b>AD 2005-0023R2</b> is issued to remove the requirement for inspection of engines installed on fixed wing aeroplanes and fitted with "Hi-Chrome" Exhaust Valves and Guides. This is in response to evidence submitted since the original issue of this AD, which details the service experience of these engines, and indicates that an unsafe condition does not exist.</p>	
<p><b>Effective Date:</b></p>	<p>1 November 2005</p>	
<p><b>Compliance:</b></p>	<p>a) Carry out inspection of exhaust valves and guides in accordance with Lycoming Service Bulletin No. 388C dated November 22, 2004 at the intervals indicated in Paragraphs 1 and 2 below. The inspections must be carried out in accordance with</p>	

the procedures defined in Part 1 or Part 2-A.

b) If the results of the inspection are outside the recommended limits, carry out the rectification actions defined in the Service Bulletin.

c) Record inspection valve guide clearance measurements, and incorporation status of SI 1485A if applicable, in the engine logbook.

### 1. Rotorcraft Engines

i) Exhaust Valves and Guides not previously inspected in accordance with Lycoming SB 388 :

a. Inspect before completing 100 operating hours from the effective date of this AD, or 330 hours operating time since new/overhaul, whichever occurs later.

b. Thereafter, repeat at an interval not to exceed 330 operating hours.

ii) Exhaust Valves and Guides previously inspected in accordance with Lycoming SB 388 :

a. Inspect within 330 operating hours of the previous inspection.

b. Thereafter, repeat at an interval not to exceed 330 operating hours.

### 2. Aeroplane Engines

A. Within 120 days of the effective date of this AD, establish whether the engine is fitted with the "Hi-Chrome" Exhaust Valve Guide, by referring to Lycoming Service Instruction 1485A.

B. Aeroplane Engines not fitted with "Hi-Chrome" exhaust valve guide.

i) Exhaust Valves and Guides not previously inspected in accordance with Lycoming SB 388:

a. Inspect before completing 100 operating hours from the effective date of this AD, or 440 hours operating time since new/overhaul, whichever occurs later.

b. Thereafter, repeat at an interval not to exceed 440 operating hours.

ii) Exhaust Valves and Guides previously inspected in accordance with Lycoming SB 388 :

a. Inspect within 440 operating hours of the previous inspection.

b. Thereafter, repeat at an interval not to exceed 440 operating hours.

Ref. Publications:

Lycoming Service Bulletin No. 388C dated 22 November 2004;

Lycoming Service Instruction 1485A dated July 2, 2003;

or later approved revisions.

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Remarks:	<ol style="list-style-type: none"><li data-bbox="419 163 1431 226">1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods</li><li data-bbox="419 241 1431 338">2. This AD was posted as PAD 05-002 for consultation on 21 February 2005 with a comment period until 31 March 2005. The Comment Response Document can be found at <a href="http://www.easa.eu.int/home/aw_dir_en.html">http://www.easa.eu.int/home/aw_dir_en.html</a></li><li data-bbox="419 353 1431 443">3. Enquiries regarding this Airworthiness Directive should be referred to: Mr M. Capaccio, AD Focal Point, Certification Directorate EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li><li data-bbox="419 459 1431 548">4. For any questions concerning the technical content of the requirements in this AD, please contact Lycoming Engines, (Ph.: 001-570-323-6181; Fax: 001-570-327-7101)</li></ol>
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