

Airworthiness Directive Schedule

Lycoming O-290 Series Engines

28 February 2019

- Notes:**
1. This AD schedule is applicable to Lycoming **O-290** series engines manufactured under FAA Type Certificate Number **E-229**.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines. State of Design ADs applicable to these engines can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
 4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 5. The date above indicates the amendment date of this schedule.
 6. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the FAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.		
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DCA/LYC/174F FAA AD 96-09-10 Oil Pump Impellers – Replacement

- Applicability:** Engines fitted with sintered iron or aluminium oil pump impellers.
- Textron Lycoming SB 524 lists specific models and S/N that may be affected. All new, overhauled and remanufactured engines shipped from Textron Lycoming after 31 March 1985 are in compliance with this AD.
- Any engines that have complied with DCA/LYC/174B, C, D or E will have the latest (steel) oil pump impellers fitted and are in compliance with this airworthiness directive. Any engines that have complied with Textron Lycoming SB No. 456B, C, D, E or SB 524 will have the latest (steel) oil pump impellers fitted, and are in compliance with this AD.
- For engines overhauled by other facilities, the type of oil pump impeller fitted must be determined. Examination of overhaul records or physical inspection to determine type of oil pump impeller fitted is required.
- Note 1:** No action required if already in compliance with DCA/LYC/174E. This AD revised with Lycoming SI No. 1009AJ now at revision AT and to include note 2 with no change to the AD requirement.
- Requirement:** To prevent failure of engine oil pumps, replace sintered iron or aluminium oil pump impellers per Textron Lycoming SB 524.
- Note 2:** Lycoming SI No. 1009AT and SB No. 524 or later FAA approved revisions pertains to the subject of this AD.
- (FAA AD 96-09-10 refers)
- Compliance:** Sintered iron oil pump impellers:
Within the next 25 hours TIS unless previously accomplished.
- Aluminium oil pump impellers (whichever occurs sooner):
- At the next oil pump removal, or
 - Next engine overhaul (Not to exceed the hours specified for the particular engine model in SI 1009AS). Except for engines that have already exceeded the hours specified, or are within 200 hours TIS of reaching it, within the next 200 hours TIS, or
 - By 18 January 2010.
- Effective Date:** DCA/LYC/174D - 2 August 1996
DCA/LYC/174E - 30 August 1996
DCA/LYC/174F - 18 December 2008

DCA/LYC/182 FAA AD 90-04-06 Propeller Governor Line Support - Inspection and Modification

- Applicability:** All four cylinder engines with rear mounted propeller governor and external oil line
- Requirement:** To prevent oil line fracture and loss of engine oil, inspect and modify oil line installation per Textron Lycoming SB 488A. If any leaks, damage or interference condition found, or if support clamps are not properly installed, before further flight, replace oil line and attachment end fittings with new parts even though installed parts may show no signs of visible damage.
- (FAA AD 90-04-06 refers)
- Compliance:** Inspection - within next 50 hours TIS or when oil line is removed for any reason, whichever is the sooner
- Modification - at next engine overhaul
- Effective Date:** 30 March 1990

DCA/LYC/194 FAA AD 98-17-11 Repaired Crankshafts - Inspection

Applicability: Models O-235, O-235-C1, O-235-C2C, O-235-L2C, O-235-N2C, O-290, O-290-D2, O-320, O-320-A, O-320-A1A, O-320-A2B, O-320-B2B, O-320-B2C, O-320-D2J, O-320-D3G, O-320-E2A, O-320-E2D, O-320-E2G, O-320-E3D, O-320-H2AD, O-360, O-360-A1A, O-360-A1D, O-360-A3A, O-360-A4A, O-360-A4K, O-360-B1B, IO-360-F1A6, AEIO-320-E1B, HIO-360-C1A, IO-320, IO-320-B1A, IO-360, IO-360-A1A, IO-360-A1B6, IO-360-B1E, IO-360-C, IO-360-C1C, IO-360-C1C6, IO-360-C1D6, IO-360-D, O-540-A1B5, O-540-A1D5, O-540-R2AD, IO-540, IO-540-C4B5, IO-540-S1A5, TIO-540-A2, LIO-320-C1A, LIO-360-C1E6, and IO-720 reciprocating engines; engines, with installed crankshafts repaired by Nelson Balancing Service, Bedford, Massachusetts, USA, Repair Station Certificate No. NB7R820J, between February 1, 1995, and December 31, 1997, inclusive, as listed (by work order (W/O)) in Table 1 of this AD.

Table 1

MODEL	W/O	DATE	ENGINE S/N
AEIO-320-E1B	1134	2/17/96	L-5653-55A
HIO-360-C1A	1155	2/7/96	L-12126-51A
IO-320	1141	1/17/96	
IO-320-B1A	1525	11/14/97	
IO-360	1314	12/17/96	
IO-360	IN6137	8/7/97	
IO-360-A1A	1230	6/10/96	L-474-51
IO-360-A1A	1289	10/23/96	L-4085-5174
IO-360-A1A	1415b	5/23/97	RL-3920-51A
IO-360-A1B6	1463	7/31/97	
IO-360-B1E	1312	12/12/96	L-4453-51A
IO-360-C	1146	1/23/96	R-51448-9-C
IO-360-C1C	1336	2/10/97	
IO-360-C1C	1518	12/9/97	
IO-360-C1C6	1530	11/25/97	
IO-360-C1C6	1537	12/9/97	L-19294-51A
IO-360-C1D6	1286	4/28/97	
IO-360-D	1540	12/2/97	
IO-360-F1A6	1176	3/7/96	L-27423-36A
IO-540	1014	2/8/95	
IO-540	1056	6/13/95	
IO-540	1302	12/5/96	
IO-540-C4B5	1313	12/17/96	L-19547-48
IO-540-S1A5	1513	10/27/97	L-19597-48A
IVO-435-G1A	1271	10/1/96	
LIO-320-C1A	1158	2/8/96	
LIO-360-C1E6	1280	10/7/96	
LIO-360-C1E6	1281	10/9/96	
O-235	1013	2/21/95	
O-235	1051	6/2/95	
O-235	1054	6/9/95	
O-235	1057	6/14/95	L-9041-15
O-235	1058	6/29/95	
O-235	1060	6/30/95	
O-235	1069	8/10/95	
O-235	1110	2/20/96	
O-235	1145	1/23/96	
O-235	1151	1/25/96	
O-235	1160	2/9/96	RL-24636-15
O-235	1305	12/5/96	L-22542-15
O-235	1329	2/11/97	
O-235	1332	2/11/97	
O-235	1481	9/2/97	
O-235-C1	1089	10/8/95	L-6475-15
O-235-C1	1188	4/2/96	L-7143-15
O-235-C1	1335	3/12/97	L-5569-15
O-235-C1	1367	3/24/97	

O-235-C2C	1019	2/24/95	L-12284-15
O-235-C2C	1040	5/8/95	
O-235-C2C	1105	12/1/95	L-12273-15
O-235-L2C	1030	4/6/95	L-14545-15
O-235-L2C	1036	4/24/95	
O-235-L2C	1037	4/24/95	L-23012-15
O-235-L2C	1050	6/2/95	L-15542-15
O-235-L2C	1062	7/5/95	L-18306-15
O-235-L2C	1067	8/8/95	
O-235-L2C	1070	8/10/95	L-16005-15
O-235-L2C	1095	11/14/95	RL-023227-15
O-235-L2C	1101	11/4/95	L-15300-15
O-235-L2C	1102	11/15/95	L-20183-15
O-235-L2C	1162	2/14/96	L-16114-15
O-235-L2C	1251	8/22/96	
O-235-L2C	1219	5/16/96	L-21215-15
O-235-L2C	1365	3/24/97	
O-235-L2C	1285	10/19/96	
O-235-L2C	1414	8/5/97	
O-235-L2C	1400	4/28/97	
O-235-L2C	1433	6/26/97	L-17074-15
O-235-L2C	1417	12/5/97	
O-235-L2C	1504	10/31/97	
O-235-L2C	1435	6/9/97	
O-235-L2C	1524	11/12/97	
O-235-L2C	1508	11/18/97	
O-235-L2C	2010	11/19/97	
O-235-L2C	1536	11/24/97	
O-290	1257	9/4/96	
O-235-N2C	1511	10/29/97	L-23857-15
O-290-D2	1082	9/26/95	L-6019-21
O-290	1326	3/26/97	
O-320	1024	3/17/95	
O-320	1018	2/22/95	
O-320	1038	5/3/95	L-39272-27A
O-320	1045	5/24/95	
O-320	1084	9/28/95	
O-320	1116	1/8/96	
O-320	1125	1/8/96	
O-320	1169	2/28/96	
O-320	1175	3/7/96	
O-320	1184	3/28/96	
O-320	1189	8/27/96	
O-320	1202	4/30/96	
O-320	1212	5/10/96	
O-320	1283	10/17/96	
O-320	1316	12/21/96	
O-320	1340	2/25/97	L-24367
O-320	1347	2/18/97	
O-320	1360	3/10/97	
O-320	1361	3/10/97	
O-320	1436	5/29/97	
O-320	1468	8/14/97	
O-320	1474	8/22/97	L-13130-39A
O-320	1477	9/13/97	
O-320	1519	11/21/97	
O-320	1507	11/18/97	
O-320	1171	3/1/96	
O-320	1546	12/7/97	
O-320-A	1194	4/13/96	
O-320-A	1192	4/13/96	
O-320-A1A	1244	8/13/96	L-5270-27
O-320-A	1196	4/13/96	

O-320-A2B	1461	9/9/97	L-12626-27
O-320-A2B	1081	9/22/95	
O-320-B2C	1315	12/17/96	
O-320-B2B	1452	7/10/97	L-2977-39
O-320-D2J	1173	3/7/96	L-123412-39A
O-320-D2J	1172	3/4/96	L-13039-39A
O-320-D2J	1534	11/25/97	
O-320-D2J	1253	9/4/96	
O-320-D3G	1077	9/17/95	
O-320-D2J	1539	12/3/97	
O-320-D3G	1354	2/25/97	
O-320-D3G	1114	1/8/96	L-10983-39A
O-320-D3G	1544	12/3/97	
O-320-D3G	1370	3/26/97	H45247
O-320-E2A	1191	4/13/96	L-19377-27A
O-320-E2A	1103	11/10/95	L-26363-27A
O-320-E2A	1439	6/9/97	L-38003-55A
O-320-E2A	1317	12/21/96	L-15219-27A
O-320-E2D	1078	9/17/95	
O-320-E2D	1068	8/10/95	L-35528-27A
O-320-E2D	1181	3/14/96	
O-320-E2D	1177	3/9/96	L-44732-27A
O-320-E2D	1245	8/13/96	L-40483-27A
O-320-E2D	1241	8/9/96	L-42691-27A
O-320-E2D	1343	2/17/97	
O-320-E2D	1260	9/9/96	L-15300-15
O-320-E2D	1385	4/16/97	
O-320-E2D	1346	3/2/97	L-44320-27A
O-320-E2D	1533	11/25/97	
O-320-E2D	1458	7/18/97	
O-320-E2G	1338	3/10/97	L-38264-27A
O-320-E2D	1549	12/12/97	
O-320-E3D	1074	8/24/95	L-29495-27A
O-320-E3D	1034	4/18/95	L-29668-27A
O-320-E3D	1444	6/13/97	
O-320-E3D	1431	6/9/97	L-33770-27A
O-320-H2AD	1322	1/22/97	L-1530-78T
O-320-E3D	1500	10/7/97	L-33841-27A
O-360	1157	2/7/96	
O-360	1025	3/17/95	
O-360	1362	3/10/97	
O-360	1199	4/18/96	
O-360	1394	5/6/97	
O-360	1386	4/17/97	
O-360-A1A	1170	2/28/96	L-20677-36A
O-360	1528	11/19/97	
O-360-A1A	1239	8/5/96	
O-360-A1A	1214	5/14/96	L-20190-36A
O-360-A3A	1531	11/25/97	
O-360-A1D	1411	5/5/97	
O-360-A4A	1464	7/30/97	L-24796-36A
O-360-A4A	1270	9/27/96	L-14008-36A
O-360-A4A	1529	11/25/97	
O-360-A4A	1486	9/6/97	
O-360-B1B	1262	9/9/96	L-5261-51A
O-360-A4K	1166	2/22/96	L-26455-36A
O-540-A1B5	1132	1/9/96	L-1165-40
O-540-A1B5	1129	12/29/95	
IO-720	1510	10/26/97	
O-540-A1D5	1462	7/28/97	L-5661-40
TIO-540-A2	1111	1/10/96	
TIO-540-A2	1064	7/13/95	
TIO-540-R2AD	1106	11/27/95	L-5949-61A

Note: Blank spaces indicate unknown data. Where the engine S/N is blank in this table, it is either unknown or the crankshaft may not be installed in an engine.

Requirement: To prevent crankshaft failure due to cracking, which could result in an inflight engine failure and possible forced landing, accomplish the following:

a) Determine if this AD applies, as follows:

1. Determine if any repair was conducted on the engine that required crankshaft removal during the February 1, 1995, to December 31, 1997, time frame; if the engine was not disassembled for crankshaft removal and repair in this time frame, no further action is required.

2. If the engine and crankshaft was repaired during this time frame, determine from the maintenance records (engine log book), and Table 1 of this AD if the crankshaft was repaired by Nelson Balancing Service, Repair Station Certificate No. NB7R820J, Bedford, Massachusetts, USA. The maintenance records should contain the Return to Service (Yellow) tag for the crankshaft that will identify the company performing the repair. Also the work order number contained in Table 1 of this AD was etched on the crankshaft propeller flange, adjacent to the closest connecting rod journal. Because some etched numbers will be difficult to see, if necessary, use a 10X magnifying glass with an appropriate light source to view the work order number. In addition, the propeller spinner, if installed, will have to be removed in order to see this number.

3. If it cannot be determined who repaired the crankshaft, compliance with this AD is required.

4. If the engine and crankshaft were not repaired during the time frame specified in a) 1, or if it is determined that the crankshaft was not repaired by Nelson Balancing Service, no further action is required.

b) Accomplish the following:

1. Perform a visual inspection as defined in paragraph b) 2 of this AD, magnetic particle inspection, and a dimensional check of the crankshaft journals, or remove from service affected crankshafts and replace with serviceable parts.

2. For the purpose of this AD, a visual inspection of the crankshaft is defined as the inspection of all surfaces of the crankshaft for cracks which include heat check cracking of the nitrided bearing surfaces, cracking in the main or aft fillet of the main bearing journal and crankpin journal, including checking the bearing surfaces for scoring, galling, corrosion, or pitting.

Note: Further guidance on all inspection and acceptance criteria is contained in applicable Overhaul or Maintenance Manuals.

3. Replace any crankshaft that fails the visual inspection, magnetic particle inspection, or the dimensional check with a serviceable crankshaft, unless the crankshaft can be reworked to bring it in compliance with:

i) All the overhaul requirements of the appropriate Overhaul/Maintenance Manuals; or

ii) All of the approved requirements for any repair station which currently has approval for limits other than those in the appropriate Overhaul/Maintenance Manuals.

4. For the purpose of this AD, a serviceable crankshaft is one which meets the requirements of paragraph b) 3 i) or b) 3) ii) of this AD.

(FAA AD 98-17-11 refers)

Compliance: By 31 October 1998

Effective Date: 25 September 1998

DCA/LYC/196A Piston Pin Plug Wear – Inspection

Applicability: All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

Note 1: This AD revised to clarify the applicability and the compliance.

Note 2: This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

Requirement: To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions.

If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight.

(Lycoming Service Instructions 1267C and 1492C refer)

Compliance: For all remanufactured and overhauled engines fitted with affected piston pin end plugs:

Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

For all other engines in service fitted with affected piston pin end plugs:

At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/LYC/196 - 28 January 1999
DCA/LYC/196A - 25 June 2009

DCA/LYC/204B FAA AD 2004-10-14 Propeller Strike – Crankshaft Gear Inspection

Applicability: All direct drive piston engines except O-145, O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, and TIO-541 series.

Note 1: DCA/LYC/204B revised to include note 3 and clarify note 2 with regard to requirements for certifying release-to-service after maintenance.

Requirement: To prevent loosening or failure of the crankshaft gear retaining bolt as result of a propeller strike, which may cause sudden engine failure, accomplish the following:

Inspect the crankshaft counter-bored recess, the alignment dowel, the bolt hole threads and the crankshaft gear for wear galling corrosion and fretting per steps 1 through 5 of Lycoming MSB No.475C. Repair if Necessary per MSB 475C.

Remove the existing gear retaining bolt and lockplate from service and install a new bolt and lockplate per steps 6 and 7 of MSB No.475C.

Do not reinstall any gear retaining bolt and lockplate that were removed in accordance with this AD.

Note 2: This AD mandates a particular inspection of one of the components of Lycoming engines that was found to be necessary by the United States FAA. Inspection by AD was required because the component was not adequately covered by the existing inspection requirements. As such this AD is additional to and not in lieu of the inspections required in the event of a prop strike.

The manufacturer's instructions for continued airworthiness include SB 533A which relates to maintenance which may be required in the event of a prop strike. The CAA strongly recommends compliance with Lycoming Mandatory SB 533A.

(FAA AD 2004-10-14 refers)

Compliance: Compliance with this AD is required before further flight if the engine has experienced a propeller strike.

Note 3: Compliance with this AD may be accomplished by adding the AD requirement to the aircraft AD logbook as a repetitive inspection, interval "as required".

Note 4: For the purposes of this AD a propeller strike is defined as follows:

1. Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.
2. Any incident during engine operation in which the propeller impacts a solid object that causes a drop in RPM and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.
3. A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.
4. The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal in the absence of oil pressure.

Effective Date: DCA/LYC/204 - 24 June 2004
 DCA/LYC/204A - 25 September 2008
 DCA/LYC/204B - 30 October 2008

DCA/LYC/223A FAA AD 2012-03-07 Carburetors – Inspection and Replacement

Applicability: All Lycoming reciprocating engines fitted with model HA-6 carburetors P/N 10-5219-XX, 10-5224-XX, 10-5230-XX, 10-5235-XX, 10-5253-XX, 10-5255-XX, 10-5283-XX, 10-6001-XX, 10-6019-XX and 10-6030-XX including all dash numbers.

Note 1: DCA/LYC/223A revised to clarify the applicability with no change to the AD requirement. Affected carburetors have a 'machined-from-billet' body.

Requirement: To prevent the mixture control sleeve from rotating in the carburetor body which could result in fuel restriction and a loss of engine power, accomplish the inspections and corrective actions specified in FAA AD 2012-03-07.

Note 2: A copy of FAA AD 2012-03-07 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 (FAA AD 2012-03-07 refers)

Compliance: Within the next 50 hours TIS from 29 March 2012 (the effective date of DCA/LYC/223), unless previously accomplished.

Effective Date: DCA/LYC/223 - 29 March 2012
 DCA/LYC/223A - 31 May 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the FAA web site is available on the CAA web site at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

*** DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection**

Applicability: All Lycoming engines fitted with parallel valve cylinder and head assemblies listed in Table 1 of Lycoming Mandatory Service Bulletin (MSB) 634, dated 11 October 2018, or later FAA approved revision.

Note: DCA/LYC/224A revised to introduce a repetitive inspection requirement for affected parallel valve cylinder and head assemblies, until replacement per requirement 2 of this AD. Affected cylinder and head assemblies were supplied in cylinder kits and installed on all parallel valve engines (except O-235 model engines), that were supplied by Lycoming Engines between 1 September 2013 and 30 April 2015. To identify affected cylinder and head assemblies refer to Lycoming MSB 634.

Requirement: To prevent loss of engine power due to a cracked cylinder assembly, accomplish the following:

1. Inspection:

Inspect affected parallel valve cylinder and head assemblies for visible discolouration/residue on the cylinder fins. If residue is found on the cylinder fins, then the cylinder may be cracked and further investigation is required.

Accomplish a compression test on affected cylinders (refer to Lycoming Service Instruction 1191A). If the compression value does not meet OEM requirements, then the cylinder may be cracked and further investigation is required. Any loss of compression may be due to a cracked cylinder assembly.

If a whistling sound is evident while accomplishing the compression test, then the cylinder may be cracked and further investigation is required.

If a cracked cylinder assembly is found, then replace all affected parallel valve cylinder and head assemblies fitted on the engine, before further flight.

2. Replacement:

Remove and replace all parallel valve cylinder and head assemblies listed in Table 1 of MSB 634, dated 11 October 2018, or later FAA approved revision.

Affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634 shall not be overhauled, refurbished, or repaired and returned to service.

From the effective date of this AD, an affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634, shall not be installed on any engine.

Compliance: 1. Inspection:

Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. Replacement:

Replace all affected cylinder and head assemblies at the next engine overhaul.

Effective Date: DCA/LYC/224 - 25 October 2018
DCA/LYC/224A - 28 February 2019