

# Airworthiness Directive Schedule

## Lycoming R-680-B4 Series Engines

27 August 2015

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- Notes**
1. This AD schedule is applicable to Lycoming **R-680-B4** series engines manufactured under FAA Type Certificate Number **TC 108**.
  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 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.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)
  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 <a href="http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html">http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html</a> 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. ....	3

**DCA/LYC/183A Restricted Fuel Pump Vent Fitting - Installation**

**Applicability:** TIO-360 series engines with S/N's up to L-215-64A inclusive; TIO-540 series engines with S/N's up to L-9245-61/61A inclusive, except TIO-540-AE2A engines; LTIO-540 series engines with S/N's up to L-2911-68A inclusive; TIGO-541 series engines with S/N's up to L-780-62 inclusive; all TIO-541 series engines; and all TIVO-540 series engines. Also overhauled and remanufactured engines of these models shipped from Textron Lycoming prior to 15 November 1990, and to any Textron Lycoming engine that has been modified to use a turbocharger and that has the fuel pump vented to the induction system.

**Requirement:** To prevent engine power loss and possible loss of the aircraft, accomplish the following:

1. Check engine fuel pump for leaking diaphragm per Part A of Textron Lycoming SB 494 or 497 as applicable.

Replace any fuel pump found leaking before further flight. Repeat the check following pump replacement.

2. Inspect and replace if necessary, the fuel pump vent restrictor per Part B of SB 494 or 497 as applicable. The orifice diameter must be within 0.014 to 0.020 inch and the fitting must have the code letter "R" impression stamped on a flat surface.

(FAA AD 91-08-07 refers)

- Compliance:**
1. Within next 15 hours TIS and thereafter at intervals not to exceed 50 hours TIS, until Part 2 is accomplished.
  2. By 31 July 1991

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