



Flight Safety Notification

Airworthiness

Flight Safety Notifications (FSNs) are not mandatory in nature, but provide means such as guidance, methods, procedures and practices acceptable to the Authority for complying with regulations and other requirements in a systematic manner. These are not necessarily the only means of compliance. FSNs may also contain explanations of regulations, other guidance material, best practices or information useful to the aviation community. Unless incorporated into a regulation by reference, FSNs are not regulatory and do not create or change a regulatory requirement. A change of a regulatory requirement may come in the form of a Directive. A Flight Safety Notification is not a Directive.

Alternative Method of Compliance to Lycoming Engine

A.D. 80-04-03 R2

Reason for Revision

Standardization of format to all Flight Safety Notifications

Introduction

Federal Aviation Administration (FAA) Special Airworthiness Information Bulletin (SAIB), No. ANE-99-22, dated June 25, 1999, provides for an alternate method of compliance with AD 80-04-03 R2. The AD requires anti-wear additive LW-16702 to be added to the oil of certain Lycoming engines. This alternative method permits the use of Aeroshell Oil W 100 Plus oil in place of the additive, provided the limitations in the SAIB are complied with.

References

- (1) Lycoming Engine A.D. 80-04-03 Revision 2
- (2) FAA SAIB No. ANE-99-22

Applicability

Lycoming Engine model O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E series

Effectivity

From date of publication

Definitions

N/A

Recommendation

This alternate method of compliance is approved for owners and operators of aircraft registered in Jamaica subject to the following:

- (1) The limitations as stated in the attached SAIB must be complied with at all times and the details of these limitations must be included in the appropriate maintenance schedules;
- (2) All applicable log entries and certifications must be made;
- (3) Any revisions to maintenance schedules must be submitted and approved by the JCAA prior to the use of this alternate method.

Note: This Notification does NOT cancel or supersede Lycoming Engine AD 80-04-03 R2. This is only an alternate method of complying with the continuing requirements of the AD. Operators should ensure compliance is with the latest revision of the referenced Special Airworthiness Information Bulletin.

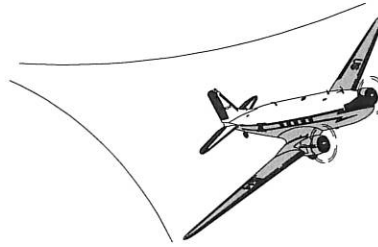
Approved by: _____



Date: January 31, 2016

Lt. Col. Egbert Field (Ret'd)
Director, Flight Safety (Acting)
for Director-General of Civil Aviation
Jamaica Civil Aviation Authority

SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
WASHINGTON, DC 20591

No. ANE-99-22
June 25, 1999

Published by: FAA, AFS-610, P.O. Box 26460, Oklahoma City, OK 73125

SAIB's are posted on the internet at <http://av-info.faa.gov>

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

Introduction:

The purpose of the Special Airworthiness Information Bulletin (SAIB) is to alert the owners/operators of Textron Lycoming O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E series engines of the following approval of an alternative method of compliance to the requirements of AD 80-04-03 R2.

The FAA has determined that the anti-wear additive contained in Aeroshell Oil W 100 Plus is the same as Textron Lycoming additive LW-16702 and therefore meets the requirements of Textron Lycoming Service Bulletin 446B, 446C, and 446D. Engine oil change to Aeroshell Oil W 100 Plus is approved by the FAA as an alternative method of compliance to the requirements of AD 80-04-03 R2, paragraph b.1, with the limitations described below.

Background:

The research division of Shell Oil Company has completed a certification program to substantiate the anti-wear characteristics of Aeroshell Oil W 100 Plus. As stated above, this oil contains an additive that is identical to Textron Lycoming additive LW-16702, which is required to be added to certain O-360 engine models at each 50 hour oil service interval by AD 80-04-03 R2. The FAA has determined that the use of Aeroshell Oil W 100 Plus provides the necessary anti-wear protection at engine start-up and therefore satisfies the intent of the AD.

Recommendations:

The FAA has determined that the anti-wear additive contained in Aeroshell Oil W 100 Plus is the same as Lycoming additive LW-16702 and therefore meets the requirements of Textron Lycoming Service Bulletin 446B, 446C, and 446D. Engine oil change to Aeroshell Oil W 100 Plus is approved as an alternative method of compliance to the requirements of AD 80-04-03 R2, paragraph b.1.

Use of this alternative method of compliance is not mandatory, however, if the owner/operator elects to use Aeroshell Oil W 100 Plus when complying with AD 80-04-03 R2, the following limitations are applicable:

- If the owner/operator elects to use Aeroshell Oil W 100 Plus at the 50 hour oil service interval, Aeroshell Oil W 100 Plus is also required for any make-up oil additions performed during the service interval.
- If Aeroshell Oil W 100 Plus is unavailable for make-up, a maximum of 2 quarts of an alternative oil can be added between 50 hour oil service intervals.
- If more than 2 quarts of an alternative oil is added during the 50 hour oil service interval, the owner/operator is required to add Textron Lycoming additive LW-16702.
- If the oil service interval is extended beyond 50 hours, the owner/operator is required to add Textron Lycoming additive LW-16702 at 50 hours to maintain compliance with the AD.

Each can of Aeroshell Oil W 100 Plus will be marked with the following statement:

“Engine oil drain and fill with Aeroshell Oil W 100 Plus has been approved by the
FAA as an alternative method of compliance to AD 80-04-03 R2, paragraph b.1.”

For Further Information Contact:

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