


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2012-0228R2	
	Date: 11 March 2015 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.	
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].		
Design Approval Holder's Name : ALENIA AERMACCHI S.p.A.	Type/Model designation(s) : F260 and S208 aeroplanes	
TCDS Numbers: EASA.A.586 and EASA.A.587		
Foreign AD: Federal Aviation Administration (FAA) AD 2015-02-07 dated 4 February 2015.		
Revision: This AD revises EASA AD 2012-0228R1 dated 13 November 2012.		
ATA 71	Powerplant – Propeller Governor Idler Gear Shaft – Inspection	
Manufacturer(s):	Alenia Aermacchi S.p.A. (formerly Aermacchi S.p.A., Siai Marchetti Srl., Aviamilano - Costruzioni Aeronautiche)	
Applicability:	F260, F260B, F260C, F260D, F260E and F260F aeroplanes, all serial numbers, if equipped with a Lycoming O-540, IO-540 or AEIO-540 'wide cylinder flange' engine with a front crankcase mounted propeller governor, and S208 and S208A aeroplanes, all serial numbers, if equipped with a Lycoming O-540 'wide cylinder flange' engine with a front crankcase mounted propeller governor. Note: Wide cylinder flange engines are identified by the suffix "A" or "E" in the serial number (refer to Lycoming Service Letter L220C).	
Reason:	A case of in-flight complete loss of engine oil pressure indications has been reported, resulting in an emergency landing. During the post-flight inspection on the affected engine, some metallic parts (2 - 4 mm) have been found. Although the origin of these parts has not been established, it seems probable that they originated from the set screw, Part Number (P/N) AN565B1032H, that fixes the setting of the propeller governor idler gear shaft, because in the affected engine, it was not found in the proper position. This condition, if not detected and corrected, could lead to engine failure, possibly resulting in a forced landing, consequent damage to the aeroplane, and injury to occupants. To address this potential unsafe condition, Alenia Aermacchi issued Bollettino Tecnico (BT) 205B65 and BT 260SB-136 to instruct owners and	

	<p>operators of the aeroplanes that could be affected.</p> <p>To correct this potential unsafe condition, EASA issued Emergency AD 2012-0228-E (later revised) to require repetitive inspections of aeroplanes equipped with a 'wide cylinder flange' engine with a front crankcase propeller governor (refer to Lycoming Service Instruction No. 1343B and Lycoming Service Letter L220C) and set screw P/N AN565B1032H and, in case any discrepancy is found, accomplishment of applicable corrective actions.</p> <p>Since EASA AD 2012-0228R1 was issued, FAA, representing the State of Design for Lycoming engines, issued AD 2015-02-07, which is adopted by EASA for those engines, installed in aeroplanes registered in Europe.</p> <p>For the reason described above, this AD is revised to clarify that, for the aeroplanes to which this AD applies, compliance with this AD also constitutes compliance with FAA AD 2015-02-07.</p> <p>This is still considered to be a temporary measure and further AD action may follow.</p>
Effective Date:	<p>Revision 2: 11 March 2015</p> <p>Revision 1: 13 November 2012</p> <p>Original issue: 31 October 2012</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For F260 aeroplanes, before next flight after 31 October 2012 [the effective date of the original issue of this AD], amend the Aircraft Flight Manual (AFM) by inserting the following limitation,</p> <p style="text-align: center;">AEROBATIC MANOEUVRES ARE PROHIBITED</p> <p>and install a placard with this limitation on the instrument panel, in full view of the pilots.</p> <p>Inserting a copy of this AD into the applicable AFM is acceptable to comply with the AFM change required by paragraph (1) of this AD.</p> <p>(2) For all aeroplanes, within 10 flight hours (FH) after 31 October 2012 [the effective date of the original issue of this AD], and thereafter at intervals not to exceed 100 FH, inspect the propeller governor idler gear shaft set screw P/N AN565B1032H in accordance with the instructions of Alenia Aermacchi BT 260SB-136 or BT 205B65, as applicable to aeroplane type.</p> <p>(3) If, during any inspection as required by paragraph (2) of this AD, a discrepancy (e.g. set screw missing or unscrewed) is found, before next flight, contact Alenia Aermacchi for approved instructions, as specified in Alenia Aermacchi BT 260SB-136 or BT 205B65, as applicable to aeroplane type, and accomplish those instructions accordingly.</p> <p>(4) After the first inspection as required by paragraph (2) of this AD, provided discrepancies have been corrected as required by paragraph (3) of this AD, or if no discrepancies have been found, the limitation as imposed by paragraph (1) of this AD is no longer required and consequently, the AFM change (copy AD) and the relevant placard can be removed from the aeroplane.</p>
Ref. Publications:	<p>Alenia Aermacchi BT N° 260SB-136 dated 26 October 2012, or Revision 1 dated 12 November 2012.</p> <p>Alenia Aermacchi BT N° 205B65 dated 26 October 2012, or Revision 1 dated 12 November 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

	<p>Lycoming Service Instruction No. 1343B dated 15 June 2007. Lycoming Service Letter No. L220C dated 2 August 2011.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Alenia Aermacchi S.p.A., Telephone + 39 0331 813307; Fax: + 39 0331 869636 E-mail: technicalassistance@alenia.it.