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MANDATORY

SERVICE BULLETIN

October 10, 2014

Supplement No. 1

To

Service Bulletin No. 530B

Incomplete review of all the information in this document can cause errors. Read the entire Service Bulletin to make sure you have a complete understanding of the requirements.

Supplement No. 1 provides FAA approval of Service Bulletin 530B as an Alternate Method of Compliance (AMOC) with AD #98-02-08 (see attached).



General Aviation
 Manufacturers Association

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

Engine & Propeller Directorate

New York Aircraft Certification Office
1600 Stewart Ave Ste 410
Westbury, NY 11590
(516) 228-7300, Fax: (516) 794-5531

JUL 10 2013

Ms. Marian Folk
Principal Consultant Engineer
Lycoming Engines
652 Oliver Street
Williamsport, PA 17701

Subject: Request for Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 98-02-08 (AMOC Log # 13-42)

Dear Ms. Folk,

The Federal Aviation Administration (FAA) has received your email dated June 14, 2013 requesting an AMOC to, paragraph (f) of AD 98-02-08 which states: "The application of Urethabond 104 to the inner bore of the crankshaft and confirmed by stamping of the letters " PID" on the outside diameter of the propeller flange in accordance with Textron Lycoming MSB No. 530, dated December 1, 1997, constitutes terminating action to the inspection requirements of this AD."

Lycoming MSB 530, dated December 1, 1997, specifies the Urethabond 104 coating to be applied in one coat to a thickness of 2.0-3.5 mils, and the source of the Urethabond 104 material is listed as, "Coatings For Industry, Inc."

Lycoming MSB 530A, dated June 29, 1998, Lycoming added Textron Lycoming authorized distributors as the source of the Urethabond 104 material.

Lycoming MSB 530B, dated November 22, 2004, specifies two coats of Urethabond 104 with a minimum of 45 minute air dry between applications. This procedure maintains the original intent of the AD to apply the coating to the crankshaft bore but relieves a requirement to measure the coating thickness.

Lycoming is requested a Global AMOC to allow operator(s) to apply the Urethabond 104 to the crankshaft ID per the procedure specified in Lycoming Service Bulletin No. 530B dated November 22, 2004, as this deviation does not affect the intent of the AD and will provide equivalent safety.

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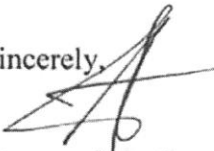
Since the changes made to Lycoming MSB 530, by MSB 530A, and MSB 530B do not change the intent MSB 530, the New York Aircraft Certification Office is approving the use of MSB 530A, and MSB 530B, as an AMOC to paragraph (f) of AD 98-02-08.

In accordance with FAA Order 8110.103A, the following conditions apply:

1. All provisions of AD 98-02-08 that have not been specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is transferable with engine(s) to other operators.
3. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
4. The NYACO will revoke this AMOC if the NYACO later determines that this AMOC does not provide an acceptable level of safety.

Should you have any questions, please contact this office or Norman Perenson at telephone number 516-228-7337, fax 516-794-5531, or email at norman.perenson@faa.gov.

Sincerely,

For 

Gaetano Sciortino
Manager, New York Aircraft Certification Office

cc: James Delisio, ANE-171 (PDF Copy)

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