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The following circular is promulgated for information, guidance and necessary action

Hamza S. Johari
Director General

OVERHAUL REQUIREMENTS FOR PISTON AERO - ENGINES

1. INTRODUCTION

The majority of light aircraft piston engines fitted to aircraft registered in the United Republic of Tanzania, not exceeding 2730 kilograms or of 400 horse power and less have Continuing Airworthiness Requirements relating to overhaul in the form of manufacturer's recommendations. Teledyne Continental Motors has promulgated the requirements in SIL 98-9 whilst Lycoming Engines has done so in Lycoming SI 1009P.

The issue of the manufacturer's 12-year overhaul recommendation for Textron Lycoming and Teledyne Continental reciprocating aircraft engines has been the subject of considerable discussions between the Tanzania Civil Aviation Authority and sectors of the aviation industry especially General Aviation.

These deliberations, in part, gave rise to the issue of this Aeronautical Information Circular which contains the special conditions for granting of a general exemption to the General Aviation (non-commercial) aircraft, by the Director General.

2. MAINTENANCE REQUIREMENTS FOR ENGINES 12 YEARS OLD OR MORE

These requirements will be applicable to Textron Lycoming and Teledyne Continental reciprocating aircraft engines that have reached a 12-year calendar life, but not exceeded the hourly limitation imposed, and shall be carried out to ensure continued compliance with the airworthiness requirements for the engine:

- a) For all such engines, which have not been overhauled for the past 12 years or more, or upon reaching the 12-year calendar life period, a written request from the owner should be submitted to the Approved Maintenance Organization and thereafter relayed to the Civil Aviation Authority for record purposes. Such engines shall be inspected and the Approved Maintenance Organization shall record this in the relevant

logbook. This entry will state that all Instructions for Continuous Airworthiness (ICA) requirements (Certification Requirements and AD's) have been complied with.

- b) There will be an initial 90-day period for such engines to be so inspected and certified by an Approved Maintenance Organization. The 90-day period will not however automatically exempt any person from complying with a component or accessory manufacturer's limitation.
- c) The engine must be inspected for defects, a top-overhaul and a compression check carried out. The top-overhaul and compression check must be within acceptable limits and certified as such in the applicable logbook. The engine must conform to all relevant Airworthiness Directives.
- d) All fuel carrying lines and oil leaks must be investigated and rectified where necessary. Seals and hoses requiring replacement are to be replaced.
- e) Engine mounted components and accessories requiring overhaul at the same hourly or calendar intervals as the engine shall be overhauled at the same time as the engine, unless otherwise specified by the component or accessory manufacturer which-ever is the shortest period.
- f) In the event of a shock load inspection being conducted on an engine, such an inspection will be considered as an acceptable method of complying with the provisions of 2(1) to 2(5) above, provided all cylinder assemblies were disassembled and inspected at that time.
- g) The Approved Maintenance Organization responsible for performing the maintenance must ensure that copies of all records of maintenance performed with respect to any overhaul, repair, replacement, adjustment or test of all aforementioned components and engine are submitted to the Civil Aviation Authority on completion of the maintenance performed.
- h) The Director General for Civil Aviation reserves the right to review this policy and these conditions on the basis of new AD's which the Design and manufacturing state or the state of design may issue in relation to the continuing airworthiness requirements of these engines or a significant safety case based upon recorded aviation safety data involving these engines.