

Airworthiness Directive Schedule

Engines

Vedeneyev / Ivchenko M-14 Series

PZL / Ivchenko AI-14 Series

Housai / Zhuzhou HS-6 Series

18 April 2019

- Notes:**
1. This AD schedule is applicable to Vedeneyev / Ivchenko M-14 series engines, PZL / Ivchenko AI-14 series engines and Housai / Zhuzhou HS-6 series engines.
These engines are known to be installed on, but not limited to Yakovlev Yak-18, Yak-50, Yak-52, Yak-55 series aircraft, Nanchang CJ-6 series aircraft, PZL-104 Wilga 35 series aircraft and the Sukhoi Su-26 series aircraft.
 2. This AD schedule includes those ADs and UK CAA Mandatory Permit Directive (MPDs) applicable to these engines. MPDs are available in UK CAP 661 and the UK CAA website at <https://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Mandatory-Permit-Directives/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended MPDs/ADs are shown with an asterisk *

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UK MPD 2018-008 Engine Fuel System – Inspection

Applicability: All M-14P, M-14PF and M-14P-400 engine variants, all S/N.
All AI-14, AI-14R, AI-14P and AI-14RF engine variants, all S/N.
All HS-6 engines variants, all S/N.

These engines are known to be installed on, but not limited to Yakovlev Yak-18, Yak-50, Yak-52, Yak-55 series aircraft, Nanchang CJ-6 series aircraft, PZL-104 Wilga 35 series aircraft and the Sukhoi Su-26 series aircraft.

Note: UK MPD 2018-008 originally issued in NZ with an effective date 30 September 2018. This MPD re-issued to align the applicability with UK MPD 2018-008.

Compliance: At the issue of a New Zealand Certificate of Airworthiness, or at the next review of airworthiness, or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive requirements to be accomplished at the intervals not to exceed the times specified in the UK MPD.

Effective Date: 25 October 2018

UK MPD 1998-001R2 Cancelled - UK MPD 2019-002 refers

Effective Date: 31 January 2019

*** UK MPD 2019-002 Cancelled – DCA/VEDEN/1 refers**

Effective Date: 18 April 2019

*** DCA/VEDEN/1 Engine Life Limit – Maintenance Programme Review**

Applicability: Ivchenko AI-14 engine variants, all S/N.
Vedeneyev M-14 P engine variants, all S/N.
Quzhou / Zhuzhou HS-6 engine variants, all S/N.

These engines are known to be installed on ex-military aircraft types, including, but not limited to, Yakovlev / Aerostar SA / Intreprinderea De Av Bacau Yak-18, Yak-50, Yak-52 and Yak-55 aircraft, Nanchang CJ-6 aircraft, PZL-104 Wilga 35 aircraft and the Sukhoi Su-26 aircraft.

Note 1: DCA/VEDEN/1 supersedes UK MPD 2019-002 to clarify the requirements and the compliance. The lack of overhaul policy and procedures for affected engines has highlighted the need to ensure that the existing aircraft maintenance programme states an engine finite life of 2250 hours TSN, or that the existing aircraft maintenance programme includes approved engine escalation procedures to ensure the continued airworthiness of the engine beyond 2250 hours TSN.

Requirement: To ensure the continued airworthiness of affected engines, accomplish the following:
Review the existing aircraft maintenance programme and determine that the engine finite life is stated as 2250 hours TSN, or determine that the existing aircraft maintenance programme includes approved engine escalation procedures to ensure the continued airworthiness of the engine beyond 2250 hours TSN.
If the existing aircraft maintenance programme does not include a finite life of 2250 hours TSN for the engine, or the existing aircraft maintenance programme does not include approved engine escalation procedures to ensure the continued airworthiness of the engine beyond 2250 hours TSN, then the aircraft operator must apply for the approval of appropriate engine escalation procedures that are detailed in a maintenance programme per rule 91.603(d).

For the application for approval of escalation procedures detailed in an approved maintenance programme, complete CAA form 24091/02 and submit to airworthiness@caa.govt.nz CAA form 24091/02 can be obtained from the CAA website at <https://www.caa.govt.nz/assets/legacy/Forms/24091-02.pdf>

- Note 2:** The concern with AI-14 engine variants and M-14 P engine variants is the crankshaft fatigue life. Crankshaft fatigue on Quzhou / Zhuzhou HS-6 engine variants are considered to be of lesser concern. The UK CAA has advised that replacement AI-14 engine variants and M-14 P engine variants are available and there are a number of overhaul facilities in Europe.
- Compliance:** Before 2250 hours TSN on the engine, or at the issue of a New Zealand Certificate of Airworthiness, or at the next review of airworthiness, or at the next annual inspection, whichever is the sooner.
- Effective Date:** 18 April 2019