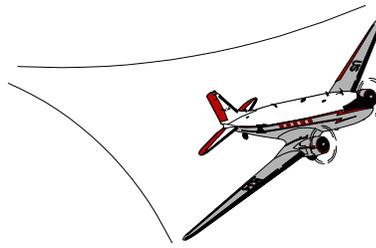


**SPECIAL
AIRWORTHINESS
INFORMATION
BULLETIN**

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



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

No. NE-00-22
May 23, 2000

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 (AMOC) to the requirements of Airworthiness Directive (AD) 80-04-03 R2.

The FAA has determined that the anti-wear additive contained in Exxon Aviation Oil Elite 20W-50 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 Exxon Aviation Oil Elite 20W-50 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:

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 Exxon Aviation Oil Elite 20W-50 provides the necessary anti-wear protection at engine start-up and therefore satisfies the intent of the AD. Exxon Aviation Oil Elite 20W-50 joins two other additized aviation oils that have been approved for alternate methods of compliance to AD 80-04-03R2. All three approved additized oils are listed below:

Additized Oil	Date of AMOC Approval
Aeroshell Oil W 15W-50	November 9, 1987
Aeroshell Oil W 100 Plus	May 4, 1999
Exxon Aviation Oil Elite 20W-50	January 24, 2000

Recommendations:

The FAA has determined that the anti-wear additive contained in Exxon Aviation Oil Elite 20W-50 and in the two previously approved additized oils 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 Exxon Aviation Oil Elite 20W-50, or either of the other two previously approved additized oils 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 Exxon Aviation Oil Elite 20W-50, or either of the other two previously approved additized oils when complying with AD 80-04-03 R2, the following limitations are applicable:

- If the owner/operator elects to use an approved additized oil at the 50 hour oil service interval, the same brand and formula additized oil is also required for any make-up oil additions performed during the service interval.
- If the same brand and formula approved additized oil 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 the additized oil should be marked with a statement that identifies it as having been approved as an alternate method of compliance to the requirements of AD 80-04-03 R2, paragraph b.1.

For Further Information Contact:

Federal Aviation Administration, Mark Rumizen, ANE-110, 12 New England Executive Park, Burlington, MA 01803; Tel: (781) 238-7113; Fax: (781) 238-7199; email: mark.rumizen@faa.gov.

CHANGE OF ADDRESS NOTICE

Airworthiness Directives (AD) for a particular make and model of aircraft are mailed to the aircraft owners using the permanent mailing address on file with the FAA Registry. If you need to change your address, **YOU MUST SIGN THIS FORM AND MAIL TO FAA Aircraft Registration.** A revised Certificate of Aircraft Registration will be mailed to you without charge.

SIGNATURE REQUIREMENTS:

- Individual Owner must sign
- Partnership, a general partner must sign
- Co-owner, each co-owner must sign continuing as necessary on an attached sheet
- Government, any authorized person may sign

MAIL TO:

**FAA Aircraft Registry, AFS-750
Mike Monroney Aeronautical Center
PO Box 25504
Oklahoma City, OK 73125-0504**

AIRCRAFT REGISTRATION #:	SERIAL #:
MAKE:	MODEL:

ADDRESS CHANGE REQUESTED

CANCELLATION OF REGISTRATION REQUESTED

NAME OF CERTIFICATE HOLDER			<p align="center">(Check applicable block, sign and date)</p> <p><input type="checkbox"/> 1. Aircraft Sold To: (Purchaser's name and address)</p> <p>_____</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> 2. Aircraft Destroyed/Scrapped</p> <p><input type="checkbox"/> 3. Aircraft Exported To: _____</p> <p><input type="checkbox"/> 4. Other, Specify _____</p>		
STREET					
CITY	STATE	ZIP			
COUNTRY					
SIGNATURE (In Ink)	TITLE	DATE	SIGNATURE (In Ink)	TITLE	DATE

U.S. Department
of Transportation

**Federal Aviation
Administration**

Regulatory Support Division
P.O. Box 26460
Oklahoma City, OK 73125-0460
AFS-610

Official Business
Penalty for Private Use \$300

**FIRST-CLASS MAIL
POSTAGE & FEES PAID
FAA
PERMIT NO. G44**

**FLIGHT INFORMATION
CRITICAL TO
FLYING SAFETY**

**URGENT
FORWARD TO AIRCRAFT
OPERATOR**