
Issued by the Civil Aviation Authority of New Zealand in accordance with section 72I(3A) of the Civil Aviation Act. An Airworthiness Directive (AD) contains regulatory information which is mandatory. An operator of an aircraft must not operate the aircraft unless the operator complies with every applicable AD issued by the Director in accordance with section 72I(3A) of the Civil Aviation Act. An AD is issued where the Director believes on reasonable grounds that an unsafe condition exists in an aircraft or aeronautical product.

DCA/CRESCO/4B Horizontal Stabiliser Main Spar Top Cap - Inspection

Applicability: All Cresco 08-600 series aircraft.

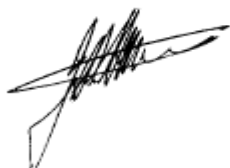
Note: The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program.

Requirement: To ensure continued structural integrity of the horizontal stabiliser, inspect the main spar top cap, per Pacific Aerospace Corporation SB PACSB/CR/032 dated 24 November 2003. If the spar top cap is found cracked, replace the spar cap before further flight.

Compliance: Before the tailplane main spar life exceeds 2500 hours TTIS, or within the next 150 hours TIS whichever is the later and thereafter at intervals not to exceed 150 hours TIS. Where no record of tailplane spar TTIS exists, assume equal to airframe hours.

Effective Date: DCA/CRESCO/4 - 18 December 2003
DCA/CRESCO/4A - 23 February 2006
DCA/CRESCO/4B - 26 May 2011

Background: The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program.



*Jack Stanton
Team Leader Continuing Airworthiness
Delegate of the Civil Aviation Authority of New Zealand*

26 May 2011