
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Iniziativa Industriali Italiane Sky Arrow 650 Series Aeroplanes

AD/SKY ARROW/3

Throttle Stop

**3/2004
DM**

Applicability: Sky Arrow Model 650TC, 650TCN and 650TCNS aircraft as detailed by serial number in Iniziativa Industriali Italiane Service Bulletin SB-C No. 01/03 Revision 1 and not incorporating part number (P/N) R05000-11/01 throttle stops.

Requirement:

1. Inspect the throttle lever stops in accordance with Chapter 4 of Iniziativa Industriali Italiane Service Bulletin SB-C No. 01/03 Revision 1.
2. Replace the throttle lever stops in accordance with Chapter 5 and Chapter 6 of Iniziativa Industriali Italiane Service Bulletin SB-C No. 01/03 Revision 1.

Note: ENAC Airworthiness Directive 2003-396 refers.

Compliance: Requirement 1:

Unless previously accomplished; before further flight and thereafter at intervals not to exceed 100 flight hours.

Requirement 2:

Prior to 30 June 2004.

This Airworthiness Directive becomes effective on 28 January 2004.

Iniziativa Industriali Italiane Sky Arrow 650 Series Aeroplanes

AD/SKY ARROW/3 (continued)

Background: This directive has been issued in response to a report of worn throttle lever stops resulting in an engine stopping in flight. Worn throttle stops required the pilot to exert a high level of force to move the throttle. In the engine stoppage event, when attempting to close the throttle during landing approach, the butterfly control arm was forced beyond the idle position.



James Coyne
Delegate of the Civil Aviation Safety Authority

21 January 2004