

Airworthiness Directive Schedule

Aeroplanes

Pacific Aerospace CT/4 Series Airtrainer

28 February 2019

- Notes:**
1. This AD schedule is applicable to CT/4, CT/4A, CT/4B and CT/4E Airtrainer aircraft manufactured under Civil Aviation Authority of New Zealand Type Certificate No. A-10.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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- DCA/CT4/1 Elevator and Rudder Actuator Trim Assembly - Inspection**
Applicability: CT/4 series aircraft, S/N 001 through to 014.
Requirement: Aerospace SB ASB/CT/004.
Compliance: Within the next 50 hours TIS.
Effective Date: 1 May 1975
- DCA/CT4/2 Starboard Safety Harness Retaining Strap - Modification**
Applicability: CT/4 series aircraft, S/N 003 through to 015.
Requirement: Aerospace SB ASB/CT/005.
Compliance: Within the next 10 hours TIS.
Effective Date: 1 May 1975
- DCA/CT4/3 Mainplane Forward Pick Up Attachment Bolts - Inspection**
Applicability: CT/4 series aircraft, S/N 001 through to 018.
Requirement: Aerospace SB ASB/CT/016.
Compliance: Within the next 50 hours TIS.
Effective Date: 1 May 1975
- DCA/CT4/4 Upper Engine Mount Blocks to Fuselage Longerons - Rivet Replacement**
Applicability: CT/4 series aircraft, S/N 001 through to 026.
Requirement: Aerospace SB ASB/CT/033.
Compliance: Before further flight
Effective Date: 1 May 1975
- DCA/CT4/5 Aileron Travel Stop bolt on Control Column Torque Tube - Inspection**
Applicability: CT/4A aircraft, S/N 003 through to 040.
Requirement: Aerospace SB ASB/CT/039.
Compliance: By 30 September 1975
Effective: 1 May 1975
- DCA/CT4/6 Fuel Contents Indicator – Recalibration and Remarking**
Applicability: CT/4, CT/4A and CT/4B aircraft, S/N 001 through to 114.
Requirement: To ensure that fuel quantity indication system displays useable fuel contents only, accomplish Pacific Aerospace Corporation SB PACSB/CT/117 revision 1.
Compliance: By 31 October 1999
Effective Date: 7 May 1999

DCA/CT4/7 Horizontal Stabilizer Rear Spar – Inspection

- Applicability:** CT/4E aircraft, S/N CT227 through to CT240 inclusive, and
All CT/4 series aircraft fitted with the new style hinge bracket P/N 10-30031-1.
- Requirement:** To ensure early detection and/or prevention of cracks developing behind the top attachment of the hinge bracket on the horizontal stabilizer rear spar, accomplish the following:
- a) Inspect the area per accomplishment instruction 3. in Pacific Aerospace Corporation Service Bulletin No. PACSB/CT/132.
 - b) If cracks are found, replace the horizontal stabilizer rear spar per Service Bulletin No. PACSB/CT/132 and embody MOD PAC/CT/0303 issue 2.
 - c) If no cracks are found, embody MOD PAC/CT/0303 issue 2.
(PAC SB No. PACSB/CT/132 refers)
- Note 1:** The horizontal stabilizer rear spar is not repairable and must be replaced if found cracked.
- Note 2:** PAC MOD PAC/CT/0303 issue 2 revises the centre hinge attachment to the horizontal stabilizer rear spar, to prevent cracks developing.
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 28 September 2006

*** DCA/CT4/8 Flap Actuator Assembly – Inspection**

- Applicability:** CT/4 series aircraft, all S/N.
- Applicability:** To prevent loss of flap control due to the possible installation of an incorrectly manufactured flap drive fitting, accomplish the following:
- Inspect the flap actuator assembly per the instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/CT/138 issue 2, dated 31 July 2018, or later approved revision and determine the P/N of the flap linear actuator fitted to the aircraft.
- If a Dukes flap linear actuator P/N 4643-00 is found fitted, no further action is required.
- If an APPH flap linear actuator P/N C100470 is found fitted, then accomplish the instructions in Section 2.A and Section 2.B of MSB PACSB/CT/138 issue 2, before further flight.
- Compliance:** Within the next 50 hours TIS, or the next maintenance inspection, whichever is the sooner.
- Effective Date:** 28 February 2019