

Continuing Airworthiness Notice – 05-007 Revision 3



Lycoming Service Instruction No. 1009 – Time Between Overhaul Extensions

4 August 2026

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91. CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

Lycoming engines listed in Lycoming Service Instruction No. 1009 latest approved revision.

Purpose:

The purpose of this CAN is to provide guidance regarding the applicability of the time between overhaul extensions specified in Lycoming Service Instruction No. 1009.

This CAN at revision 3 is issued to advise of the 20 July 2026 amendment to Lycoming Service Instruction No. 1009 in which the previous agricultural operation TBO penalty is removed.

Background:

Lycoming Service Instruction No. 1009 (SI 1009) identifies the manufacturer's recommended Calendar Year and Operating Hour-based Time Between Overhauls (TBO) for certified Lycoming engine models.

SI 1009 details a range of TBO recommendations which may be applicable to an engine depending on the operation profile, utilisation, and the engine configuration and modification standard.

Operators must identify the specific TBO recommendation applicable to their engine based on a review of SI 1009 and the aircraft records.

An operator's approved maintenance programme will include the TBO requirements for their specific engine, based on SI 1009 and the operator's experience.

Recommendations:

Aircraft operators should:

- Review all the information in the latest version of Lycoming SI 1009 and make sure they have a complete understanding of all the specified requirements applicable to their engine TBO.
- Review all the records for their engine and determine compliance with all the requirements specified Lycoming SI 1009.
- Ensure that the appropriate TBO is identified, and that any requirements continue to be met throughout the engine operation.

Aircraft operators who cannot satisfy the requirements for TBO recommendations detailed in SI 1009 for any reason may extend their engine TBO by either complying with their approved maintenance programme procedures for escalation or by applying to CAA for an approval of a temporary extension to their approved maintenance programme.

Note:

Engines operated in agricultural operations.

Previously SI 1009 stated- *The TBOs for engines used in crop dusting or other chemical application is a maximum of 1500 hours, or the time referenced in Tables 1 and 2 of SI 1009BE, whichever is lower.*

This limitation has now been removed from SI 1009. Operators affected by this change, who intend establishing a new TBO should carefully review the document and ensure that they satisfy Lycoming criteria.

Operators with a CAA approved maintenance programme may need to apply to CAA for an amendment to their maintenance programme.

For the approval of a TBO escalation procedure detailed in a maintenance programme complete CAA form 24091/02 and submit to: certification@caa.govt.nz CAA form 24091/02 can be obtained from the CAA website at: [24091-02.docx](#)

For the approval of a temporary extension to an approved maintenance programme complete CAA form 24091-06 and submit to: certification@caa.govt.nz CAA form 24091-06 can be obtained from the CAA website at: [24091-06.docx](#)

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