

Lycoming Service Instruction 1009 – Time Between Overhaul Extensions

4 March 2025

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 (SI) 1009BE dated 24 April 2020, or later approved revision.

Purpose:

The purpose of this continuing airworthiness notice is to provide guidance regarding the applicability of the time between overhaul extensions specified in Lycoming SI 1009BE.

This CAN at revision 2 is issued to discuss the process of applying for a CAA temporary extension to a maintenance programme for aircraft on agricultural operations.

Background:

Lycoming Service Instruction 1009BE (SI 1009), dated 24 April 2020, or later approved revision 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 and frequency of 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 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 Lycoming SI 1009BE and make sure they have a complete understanding of all the specified requirements applicable to their engine TBO.
- Review all the records for their specific engine and determine compliance with all the requirements specified Lycoming SI 1009BE.
- Ensure that the appropriate TBO is identified and that any requirements continue to be met throughout the engine operation.

Aircraft operators whose engine does not qualify for the TBO extensions detailed in SI 1009 for any reason, may extend the 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:

TBO requirements for engines operated in agricultural operations.

From SI 1009BE - *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.*

Operators who fly agricultural operations may exceed the TBO recommendations in SI 1009 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.

Agricultural operators who are considering an application for a temporary extension to an approved maintenance programme should first contact the local manufacturers representative for support in making the application.

If the agricultural TBO penalty in SI 1009 is removed by Lycoming, then CAA will update this CAN accordingly.

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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