

COMMANDER PREMIER AIRCRAFT CPAC, INC.



The President's update on identifying/clarifying repair options with the FAA for resolution to AD 2011-07-13.

Fellow Commander Owners,

The folks at the factory spent much of last week working with the FAA ACO Wichita to clarify and identify repair options. The FAA emphatically reiterated that AD 2011-07-13, Section: Inspection/Repair, item 10, subsection(i) is the only repair option available. That is, ACO Wichita must approve any procedure to replace, repair or modify the elevator spar. In short, there are no repair options that do not first go through ACO Wichita.

The FAA has taken this unusual "repair approach" because there is currently no Standard Repair Manual for repairing flight controls on the Rockwell/CAC fleet.

Pursuant to the ACO Wichita's edict we are working closely with a Certified Repair Station (CRS) to have that CRS submit a repair process for evaluation and approval by the FAA ACO Wichita. I will keep you updated as this submission evolves.

We continue to work with the FAA on a Terminating Action to AD 2011-07-13. We are also developing Alternative Methods of Compliance (AMOC(s)).

Again, careful consideration should be given to simply delay until after the FAA's final ruling or terminating action to the AD is promulgated.

Thank you for your continued support for CPAC, Inc. If you still have additional questions or concerns please contact Carl Gull, VP Ops, CPAC, Inc. 573 332 0880.

Sincerely,

A handwritten signature in blue ink that reads "Gregory L. Walker". The signature is written in a cursive, flowing style.

Gregory L. Walker, President, CPAC, Inc.