Airworthiness Directive Schedule

Aeroplanes

Pacific Aerospace 750XL

21 December 2017

Notes:

1. This AD schedule is applicable to Pacific Aerospace Limited 750XL aircraft manufactured under the Civil Aviation Authority of New Zealand Type Certificate No. A-14.
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/750XL/1 **Aileron and Elevator Pushrods – Inspection**

Applicability: Model 750XL, S/N up to and including S/N 107.

Requirement: To prevent loosening of the rivets securing the threaded insert in the ends of the elevator and aileron pushrods, accomplish the following:-

1. Inspect the pushrod ends per Pacific Aerospace Mandatory PACSB/XL/007. If there is any detectable play between the pushrod and the insert, replace the rivets per Part 2 of this AD before further flight.

2. Replace the aileron pushrods rivets, and the elevator control pushrod rivets per PACSB/XL/007. Rivet replacement is terminating action for this AD.

Compliance: 1. Inspect within 10 hours TIS and thereafter at intervals not to exceed 150 hours TIS until Part 2 of this AD is accomplished.

2. Replace the rivets within the next 600 hours TIS.

Effective Date: 25 June 2004

DCA/750XL/2 **Pitot Heat and Avionics Cooling Fan Circuits - Rework**

Applicability: Model 750XL Aircraft S/Ns 101 thru 107.

Requirement: To prevent electrical malfunction from causing damage to the wiring that may result in arcing or fire, accomplish Pacific Aerospace Service Bulletin PACSB/XL/008.

Compliance: Within the next 100 hours TIS.

Effective Date: 30 September 2004

DCA/750XL/3A **Wiring Loom Protective Sleeve – Inspection**

Applicability: Model 750XL aircraft, S/N 102 through to 134.

Note: AD applicability revised to include aircraft up to S/N 134. Aircraft in compliance with DCA/750XL/3 are not affected by this AD.

Requirement: To prevent fretting damage to the wiring loom that may lead to arcing in proximity to the fuel vent lines and the possibility of fire, inspect the main wiring loom on the right hand side of the aircraft adjacent to the frames at station 114.34” and 118.84”, per PACSB/XL/009 issue 2, to ensure there are two pieces of protective sleeving installed.

If the sleeves are present and undamaged, no further action is required.

If the protective sleeves are missing, install protective sleeves per PACSB/XL/009, <u>before further flight</u>.

(Pacific Aerospace Limited SB No. PACSB/XL/009 refers)

Compliance: 1. & 2. Within the next 100 hours TIS.

Effective Date: DCA/750XL/3 - 30 September 2004
DCA/750XL/3A - 29 November 2007

DCA/750XL/4A **Frame 384 Rivets – Inspection**

Applicability: Model 750XL aircraft, S/N 101 through to 108.

Note: This AD amended to correct the station number of the rearmost fuselage frame which is Station 384.62. No further action is required for aircraft in compliance with DCA/750XL/4.

Requirement: To ensure the aircraft's structure conforms to the type design and expected levels of strength and durability, accomplish the following:

1. Inspect the aircraft structure per PACSB/XL/010 to ensure that 1/8" rivets are not installed in place of the correct 5/32" rivets that secure the horizontal tail surface load transfer angles to the rearmost fuselage frame at Station 384.62.

2. If undersized rivets are fitted, replace per section 2B in PACSB/XL/010.

Compliance:

1. Inspect within the next 100 hours TIS.

2. Replace, as required, within a further 100 hours TIS.

Effective Date: DCA/750XL/4 - 30 September 2004
DCA/750XL/4A - 31 January 2008

DCA/750XL/5 **Outer Wing Attachments – Inspection**

Applicability: Model 750XL S/Ns 101 to 115.

Requirement: To ensure that the outer wing attachment lugs on the centre wing section have not been distorted during assembly at the factory, inspect in accordance with Pacific Aerospace PACSB/750XL/015 Issue 3.

The SB requires the removal of both outer wing panels, then visual and dye penetrant inspections of both the upper and lower attachment lugs.

Compliance: Within the next 300 hours TIS.

Effective Date: 28 April 2005

DCA/750XL/6 **Wiring Insulation Protection – Inspection**

Applicability: Model 750XL aircraft, S/Ns 110 through 120.

Requirement: To prevent abrasion of the insulation on the wiring looms within the cockpit centre console, inspect and modify per Pacific Aerospace Service Bulletin PACSB/XL//016, revision 1.

Compliance: Within the next 10 hours TIS, unless already accomplished.

Effective Date: 1 December 2005

DCA/750XL/7B **MCTOW Limitation and Wing Modification**

Applicability: Model 750XL aircraft, S/N 101 through to 131.

Note 1: DCA/750XL/7B revised to introduce PACSB/XL/018 issue 4, dated 20 January 2016, which reduces the applicability to S/N 101 through to 131 with no change to the requirements. Aircraft with S/N 132 onwards have been modified in accordance with PACSB/XL/018 at manufacture, which is a terminating action for the AD requirements.

Requirement: To preserve certified margins of safety against structural failure, it is necessary to accomplish the following:

1. Insert a copy of this AD into the flight manual opposite page 2-7.
2. Install the following placard in the cockpit in clear view of the pilot:

MAXIMUM TAKE-OFF WEIGHT = 7125 lbs

3. Incorporate the replacement of specified rivets with bolts in the wing in accordance with Service Bulletin PACSB/XL/018. This action restores the original Maximum Certified Takeoff weight of 7500 lbs and the placard and flight manual insertion can be removed. Modification in accordance with PACSB/XL/018 is a terminating action for the requirements of this AD.

Note 2: Requirements 1 and 2 may be accomplished by the holder of a pilot licence in accordance with CAR Part 43 Appendix A.

Compliance:
1. Before further flight, unless already accomplished.
2. Before further flight, unless already accomplished.
3. Within the next 100 hours TIS, or by 25 February 2017 whichever occurs first, unless already accomplished.

Effective Date: DCA/750XL/7 - 22 December 2005
DCA/750XL/7A - 24 December 2005
DCA/750XL/7B - 25 February 2016

DCA/750XL/8 **Fuselage Roof, Station 180.85 – Inspection**

Applicability: Model 750XL aircraft, S/Ns 102, 104 to 120, 122 and 125.

Requirement: To detect the possible installation of undersize rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2 accomplish the following:

Inspect the rivets in the fuselage roof at STN 180.85, BL19.67, WL 86.2, per the accomplishment instructions in Pacific Aerospace Corporation (PAC) Service Bulletin No. PACSB/XL/019, dated 21 April 2006.

Replace undersize rivets, per the replacement instructions in PAC SB No. PACSB/XL/019.

(PACSB/XL/019 refers)

Compliance: Within the next 150 hours TIS.

Effective Date: 31 August 2006

DCA/750XL/9 **Wing Rear Spar – Inspection**

Applicability: Model 750XL aircraft, S/N 101, 102, 104 through to 128, except aircraft with modification PAC/XL/0273 embodied.

Requirement: To prevent damage to the rear spar due to working and failing rivets between the rear spar and the inboard rib, accomplish the following instructions in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/022 and PAC Drawing No. 11-20035:

1. Inspection

On both left and right sides of the aircraft, inspect the inboard end of the rear spar for security of the blind rivets which attach the fuselage attach fitting to the rear spar and inboard rib. Inspect the radii of the rear spar upper and lower flanges for cracking. Inspect from the attachment fitting to a point 8" outboard. Inspect the aft flange of the inboard rib for cracking.

If the aft flange of the inboard rib is cracked, or the rivets show signs of working, repair per modification PAC/XL/0270.

If the rear spar is cracked, replace the rear spar, before further flight.

Note 1: Modification PAC/XL/0270 is a repair scheme for damaged spars and inboard ribs, and may be used as an alternative means of compliance to the spar replacement requirement of this AD.

2. Modification

On both left and right sides of the aircraft remove the NAS1738E-6-6 blind rivets joining the rear spar P/N 11-20031/32-1 and the aft end of the inboard rib, and replace with bolts or rivets as detailed on drawing No. 11-20035 and PACSB/XL/022.

Note 2: Modification PAC/XL/0217 addresses the installation of a packer on the rear wing pickup, using bolts instead of rivets, and is an alternative means of compliance to the modification in requirement 2 of this AD. Modification PAC/XL/0217 may already be installed on some aircraft.

Compliance:

1. Inspect within the next 50 hours TIS, unless already accomplished within the last 50 hours TIS and thereafter at intervals not to exceed 150 hours until the rivets have been replaced by bolts in accordance with requirement 2 of this AD.

2. Modify within 300 hours TIS, or 12 months, whichever occurs sooner.

Note 3: Once the modification per requirement 2 of this AD has been accomplished, operators should continue to inspect the main wing aft attachment area in accordance with the aircraft maintenance manual at intervals not to exceed 300 hours TIS or 12 months, whichever occurs sooner.

Effective Date: 29 March 2007

DCA/750XL/10 Cockpit Windows – Inspection

Applicability: Model 750XL aircraft, S/N 101, 102, 104 through to 128, except those with modification PAC/XL/0276 embodied.

Requirement: To prevent the cockpit door windows separating from their frames, accomplish the following:

1. Inspection

Inspect the windscreen and cockpit door windows for signs of disbonding of the adhesive between the transparency and the composite window frame.

If disbonding is evident, accomplish modification per part 2 of this AD before further flight.

2. Modification

Modify the windscreen and cockpit windows to incorporate mechanical fasteners in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/024 (embodiment of modification PAC/XL/0276), PAC Drawing No. 11-03137 and the PAC 750XL Maintenance Manual.

Note 1: The embodiment of modification PAC/XL/0252 prior to the release of this AD is an acceptable alternative means of compliance.

Note 2: Modification PAC/XL/0276 supersedes modification PAC/XL/0252.

Compliance: 1. Inspect within the next 50 hours TIS. Thereafter inspect at intervals not to exceed 50 hours TIS until modification is accomplished per requirement 2 of this AD.

2. Modify within 150 hours TIS, or six months, whichever occurs sooner.

Effective Date: 29 March 2007

DCA/750XL/11 Rudder Trim Tab Pivot – Inspection

Applicability: Model 750XL aircraft not embodied with modification PAC/XL/0267

Requirement: To prevent the rudder trim tab upper pivot hole in the rudder rib flogging out, which may lead to aerodynamic flutter and possible loss of aircraft control accomplish the following:

1. Inspect the rudder trim tab upper pivot per the instructions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/023.

If there is any lateral movement of the bush embody modification PAC/XL/0267, per PACSB/XL/023 and PAC Drawing No.11-03131.

Note: Modification PAC/XL/0267 comprises removing the upper bush P/N 11-33119-1 and installing upper bearing P/N 11-33121-1 per PAC Drawing No. 11-03131. This modification is a terminating action to the requirements of this AD.

2. Modify the rudder trim tab upper pivot per PACSB/XL/023 and PAC Drawing No.11-03131.

Compliance: 1. Inspect within the next 150 hours TIS, and thereafter at intervals not to exceed 150 hours TIS.

2. Modify within 450 hours TIS, or 24 months, whichever occurs sooner.

Effective Date: 29 March 2007

DCA/750XL/12A **S-Tec X 55 Autopilot System – Disconnection and Inspection**

Applicability: Model 750XL aircraft, S/Ns 125, 126 and 127.

Requirement: To prevent failure of the Autopilot System Computer resulting in the possibility of an out of trim condition, which may lead to loss of aircraft control, accomplish the following:

1. **Disconnect Autopilot**

Disconnect the autopilot, and install a placard per Pacific Aerospace Limited 750XL Alert Service Bulletin PACASB/XL/001.

DO NOT USE

Note 1: Requirement 1 of this AD is a temporary measure until requirement 2 is accomplished.

2. **Pitch Servo Inspection**

Locate the Pitch Servo which is installed in the rear fuselage behind the rear cabin bulkhead on the starboard side of the fuselage.

Inspect the Pitch Servo identification plate to confirm that the Pitch Servo P/N is 108-15-P1. If not, replace it with P/N 108-15-P1 Pitch Servo, per instructions 2.c in Pacific Aerospace Limited 750XL Mandatory Service Bulletin PACSB/XL/025, dated 5 March 2007.

Reconnect the autopilot by removing the cable tie on the autopilot circuit breaker. Accomplish a functional check of the autopilot system and remove the “DO NOT USE” placard.

Note 2: A replacement Pitch Servo P/N 108-15-P1 can be sourced from an authorized S-Tec dealer.

3. **Modification**

Locate the pitch trim reversing relay. Install capacitor between terminals A2 and B2, wire codes of wires attached to these terminals are C7B22 and C7A22.

Splice the SA30A transient suppressor to the power supply wire feeding the 28VDC trim connector on the S-TEC System 55 computer. Wire code CA14A22 is feeding this connector. Find a suitable point on the earth bus to wire the other end of the suppressor to earth.

Fit a 1N4007 diode to the pitch trim reversing relay coil to protect against voltage spikes when the relay turns off. Relay pins are X1 and X2 as on drawing 11-1639 Issue C.

Accomplishment this modification per instructions 2.b in PACSB/XL/025 and PAC Drawing No. 11-81639 issue C.

(PACASB/XL/001 and PACSB/XL/025 refers)

Compliance:

1. From the effective date of this AD.
2. Before returning the autopilot system to service.
3. Within the next 150 hours TIS.

Effective Date: DCA/750XL/12 - 12 March 2007
DCA/750XL/12A - 29 March 2007

DCA/750XL/13 **Aileron Inboard Hinge Attachment – Inspection**

Applicability: Model 750XL aircraft, S/N 101, 102, 104 through to 120 and 122 through to 129, except aircraft with modification PAC/XL/0285 already embodied.

Requirement: To prevent cracks developing in the aileron spar adjacent to the inboard hinge attachment accomplish the following:

Remove both ailerons, inspect and modify the aileron spar at the inboard hinge attachment point in accordance with Pacific Aerospace Ltd Service Bulletin PACSB/XL/027.

Note: Aileron removal, installation and rigging procedures are detailed in PAC 750XL Maintenance Manual Chapter 27-10-00.

Compliance: Within the next 150 hours TIS or six months, whichever occurs sooner,

Effective Date: 26 April 2007

DCA/750XL/14 **Rudder Pedal Assembly – Inspection**

Applicability: Model 750XL aircraft, S/N all through to 111.

Note: This AD is prompted by a report from the manufacturer of finding cracks in rudder pedal assemblies at the quadrant attachment weld on early 750 XL aircraft.

Requirement: To prevent failure of the rudder pedal assembly due to possible cracks in the quadrant attachment weld which could result in loss of yaw control, accomplish the following:

1. Inspect the quadrant welds in the LH rudder pedal assembly P/N 11-45711-1 and the RH rudder pedal assembly P/N 11-45713-1 per the instructions in Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/050 issue 1 dated 15 December 2010.

<u>If any cracks are found</u> which are greater than ¼ inch, accomplish requirement 2 of this AD before further flight.

2. <u>Terminating action</u>:

Embody repair scheme PAC/XL/0461 (drawing 11-03221/22 refers) per the instructions in PACSB/XL/050.

(PACSB/XL/050 issue 1 refers)

Compliance: 1. <u>Inspection</u>:

Within the next 50 hours TIS or by 30 April 2011 whichever occurs sooner, and thereafter:

<u>If any cracks are found that are less than ¼ inch</u>:

Inspect the rudder pedal assemblies per requirement 1 of this AD at weekly intervals until the next 150 hour inspection, then accomplish requirement 2 of this AD.

<u>If no cracks found:</u>

Inspect the rudder pedal assemblies per requirement 1 of this AD at intervals not to exceed 300 hours TIS until the next 1200 hours TIS or by 31 March 2013 whichever occurs sooner, then accomplish requirement 2 of this AD.

2. <u>Terminating action for the repetitive inspections</u>:

Within the next 1200 hours TIS or by 31 March 2013 whichever occurs sooner, unless previously accomplished.

Effective Date: 31 March 2011

DCA/750XL/15A **Control Column Attachment – Modification**

Applicability: Model 750XL aircraft, S/N 001 through to 190 and 193.

Note: DCA/750XL/15A revised to mandate the embodiment of modification PAC/XL/0627 to the control column attachment per the instructions in Pacific Aerospace Limited Service Bulletin (SB) PACSB/XL/070 issue 2, dated 3 June 2014.

Requirement: To prevent in-flight detachment of the control column due to possible failure of the attachment bolt, embody modification PAC/XL/0627 per Pacific Aerospace Limited Service Bulletin (SB) PACSB/XL/070 issue 2, dated 3 June 2014 to both the LH and RH control columns.
(Occurrences 12/5755 and 14/162 refer)

Compliance: At the next 150 hour (Check 1) maintenance inspection, or the next 300 hour (Check 2) maintenance inspection, whichever is the sooner.

Effective Date: DCA/750XL/15 - 30 January 2014
DCA/750XL/15A - 26 June 2014

DCA/750XL/16A **Cancelled – DCA/750XL/18 refers**

Effective Date: 30 July 2015

DCA/750XL/17A **Reversionary Attitude Indicator - Installation**

Applicability: Model 750XL aircraft, all S/N operating under Instrument Flight Rules (IFR).

Note: Pacific Aerospace 750XL aircraft eligible for operation under IFR require a reversionary attitude indicator. DCA/750XL/17A revised to introduce Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/074 issue 2, dated 4 November 2014.

Requirement: To ensure continued safe flight under IFR in the event of loss of the primary attitude indication, accomplish the requirements in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/074 issue 2, dated 4 November 2014.

(Compliance with FAR 23.1309)

Compliance: Before the next IFR flight.

Effective Date: DCA/750XL/17 - 6 November 2014
DCA/750XL/17A - 10 November 2014

DCA/750XL/18A **Fin Forward Pickup – Inspection**

Applicability: Model 750XL aircraft, S/N all through to 193, 195 and 197.

Note 1: DCA/750XL/18A revised to add note 2 and introduce minor editorial changes. This AD supersedes DCA/750XL/18 and DCA/750XL/16A to introduce the requirements in Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/068 issue 5, dated 29 June 2015. The revised MSB introduces a life limit for fin forward pickup P/N 11-10281-1 and reduces the torque setting for the fin forward pickup bolt to alleviate some of the loads applied to the pickup. The MSB also introduces a replacement fin forward pickup P/N 11-03375-1 which is not life limited.

Requirement: To prevent failure of the fin forward pickup due to possible fatigue cracks, accomplish the following requirements per the instructions in Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/068 issue 5, dated 29 June 2015:

1. Reduce the fin forward pickup bolt torque per the instructions in PACSB/XL/068. If the fin has been removed, then remove the two rudder trim driveshaft grub screws and apply Loctite 222 thread locking compound and refit the grub screws per the instructions in PACSB/XL/068.

2. Visual and Dye Penetrant Inspections:

Accomplish the inspection requirements in paragraphs 2.A and 2.B of PACSB/XL/068. If any cracks are found, before further flight accomplish the instructions in paragraphs 2.C of PACSB/XL/068.

3. Fin forward pickup replacement:

Remove fin forward pickup P/N 11-10281-1 and replace with P/N 11-03375-1 per the instructions in paragraphs 2.C or 2.D of PACSB/XL/068.

Note 2: Accomplishing requirement 3 is terminating action to the AD requirements.

(Occurrences 12/4698, 12/4699 and 14/1898 refer)

Compliance:

1. For all aircraft affected by this AD:

   At the next 150 hour scheduled maintenance inspection.

2. For standard category aircraft:

   At 2000 hours TTIS or the next 150 hour scheduled maintenance inspection, whichever is the later, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or annual inspection, whichever occurs sooner.

   For restricted category aircraft:

   At 1000 hours TTIS or the next 150 hour scheduled maintenance inspection, whichever is the later, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or annual inspection, whichever occurs sooner.

3. For standard category aircraft:

   At 6000 hours TTIS or within the next 600 hours TIS, whichever occurs later.

   For restricted category aircraft:

   At 2000 hours TTIS or within the next 200 hours TIS, whichever occurs later.

Effective Date: DCA/750XL/18 - 30 July 2015
DCA/750XL/18A – 4 August 2015

DCA/750XL/19 **Engine Oil Pressure Indicator – Replacement**

Applicability: All Pacific Aerospace 750XL aircraft.

Requirement: To correct low oil pressure indication warnings, accomplish the following:

1. Insert temporary revisions XL/POH/00/001, XL/POH/02/001 and XL/POH/03/001, dated August 2017 into the PAL 750XL Pilots Operating Handbook (POH) AIR 2825.

   Insert temporary revisions XL/POH/00/001, XL/POH/02/001, XL/POH/03/001 and XL/POH/03/002, dated August 2017 into the PAL 750XL POH AIR 3237.

   The POH temporary revisions can be obtained from Pacific Aerospace Limited at http://www.aerospace.co.nz/company/contacts

2. For Pacific Aerospace 750XL aircraft up to S/N XL217:

   Replace the pressure switch for the low oil pressure light per the instructions in Part A of Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/088 dated 11 August 2017.

3. For Pacific Aerospace 750XL aircraft up to S/N XL217 fitted with P/N INS 60-8 oil pressure/temperature indicator:

   Replace the oil pressure/temperature indicator per the instructions in Part B of MSB PACSB/XL/088.

Compliance:
1. From 7 September 2017 (the effective date of this AD).
2. At the next 150 hour scheduled maintenance inspection.
3. At the next 150 hour scheduled maintenance inspection after receipt of replacement parts, or by no later than 30 April 2018, whichever occurs first.

Effective Date: 7 September 2017

*** DCA/750XL/20** **Fuel Tank Caps - Inspection**

Applicability: Pacific Aerospace 750XL aircraft, all S/N up to and including 216 fitted with fuel tank caps P/N 457-1015-12.

Requirement: To prevent possible fuel loss from the aircraft fuel tanks due to a non-conforming fuel tank cap, accomplish the following:

1. Pilot's Operating Handbook (POH) Amendment:

Revise the Pacific Aerospace 750XL Pilot's Operating Handbook (AIR 2825 and AIR 3237) and introduce CAA Limitation Section, (1 page) dated 8 December 2017. Compliance with the Limitations Section in the AFM is mandatory.

Note 1: A copy of CAA Operating Limitations (1 page), dated 8 December 2017 can be obtained from the CAA web site at http://www.caa.govt.nz/airworthiness-directives/airworthiness-directives-aeroplane/

2. Fuel Tank Cap Inspection:

Inspect the fuel tank caps P/N 457-1015-12 (4 positons) per the instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/089 issue 01, dated 8 December 2017, or later approved revision.

If a fuel cap does not release from the fuel tank as it is unlocked, or if the fuel cap locking lugs do not conform to the requirements in MSB PACSB/XL/089, then replace the defective cap with a P/N 11-21087-1 fuel cap, before further flight. Remove the CAA Limitation Section, (1 page) dated 8 December 2017 from the POH.

Note 2: Long range aircraft delivery ferry flights and oceanic flights are prohibited unless requirement 2 of this AD has been accomplished.

Note 3: Accomplishing requirement 2 of this AD is a terminating action for the repetitive inspections mandated by requirement 1.

Note 4: On the 750XL aircraft, the fuel system design is such that the front tanks are continuously topped up by motive-flow transfer from the rear tanks, until the latter are empty. If a front fuel tank cap is not correctly closed, locked and sealed, then fuel could leak past the fuel cap until all fuel other than the front tank contents is consumed. The fuel tank caps are thus critical items to be checked before every flight.

Compliance:

1. POH Amendment: From the effective date of this AD.
2. Fuel Tank Cap Inspection: By 31 January 2018.

Effective Date: 15 December 2017

*** DCA/750XL/21 Wing Lightning Protection Panels - Inspection**

Applicability: Pacific Aerospace 750XL aircraft, all S/N fitted with wing lightning protection panels.

Note: This AD mandates an electrical bonding inspection of the wing lightning protection panels per the requirements in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/092 issue 2, dated 15 December 2017, or later approved revision.

Requirement: To prevent the lack of sufficient electrical bonding of the wing lightning protection panels possibly resulting in reduced effectiveness of fuel tank protection from lightning, accomplish the following on both wings:

1. Bonding Verification Test (For short range wing upper surface):

Accomplish the bonding verification test per the Accomplishment Instructions 2.A in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/092 issue 2, dated 15 December 2017, or later approved revision.

If the resistance is found greater than 100 milliohms, or an open circuit is found, then repair per the Accomplishment Instructions 2.B in MSB PACSB/XL/092.

2. Bonding Verification Test (For short range wing lower surface):

Accomplish the bonding verification test per the Accomplishment Instructions 2.C in MSB PACSB/XL/092.

If the resistance is found greater than 100 milliohms, or an open circuit is found, then repair per the Accomplishment Instructions 2.D in MSB PACSB/XL/092.

3. Bonding Verification Test (For long range wing upper surface):

Accomplish the bonding verification test per the Accomplishment Instructions 3.A in MSB PACSB/XL/092.

If the resistance is found greater than 100 milliohms, or an open circuit is found, then repair per the Accomplishment Instructions 3.B in MSB PACSB/XL/092.

4. Bonding Verification Test (For long range wing lower surface):

Accomplish the bonding verification test per the Accomplishment Instructions 3.C in MSB PACSB/XL/092.

If the resistance is found greater than 100 milliohms, or an open circuit is found, then repair per the Accomplishment Instructions 3.D in MSB PACSB/XL/092.

Compliance: For aircraft on IFR operations:

Before further flight.

For aircraft on VFR operations:

By 15 February 2018.

Effective Date: 22 December 2017

*** DCA/750XL/22 Ventilation Hose behind Instrument Panel - Inspection**

Applicability: Pacific Aerospace 750XL aircraft, all S/N up to and including 220.

Requirement: To prevent possible chafing damage on components and wiring behind the instrument panel caused by the ventilation hose, accomplish the following:

1. Accomplish the requirements in the Accomplishment Instructions 2.A of Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/083 issue 1, dated 15 December 2017, or later approved revision.

If any chafing or damage is found, accomplish an approved repair before further flight.

2. Accomplish the requirements in the Accomplishment Instructions 2.B of MSB PACSB/XL/083.

Compliance:

1. Before further flight.
2. At the next scheduled maintenance inspection, or by 28 February 2018, whichever is the later.

Effective Date: 28 December 2017

*** DCA/750XL/23 Cockpit Control Handles - Inspection**

Applicability: Pacific Aerospace 750XL aircraft, all S/N up to and including 215.

Requirement: To prevent possible snagging of the control column with the cockpit control tee handles, accomplish the inspections and corrective actions per the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/093 issue 1, dated 15 December 2017, or later approved revision.

Compliance: At the next scheduled maintenance inspection, or by 28 January 2018, whichever is the sooner.

Effective Date: 28 December 2017

*** DCA/750XL/24 Pitot Static Tube Support Clamps - Inspection**

Applicability: Pacific Aerospace 750XL aircraft, all S/N up to and including 220.

Requirement: To prevent possible chafing of the pitot static tubes with the primary support at the flame arrestor intersection, accomplish the inspection and corrective actions per the Accomplishment Instructions in Pacific Aerospace Service Bulletin (SB) PACSB/XL/094 issue 1, dated 14 December 2017, or later approved revision.

Compliance: At the next 300 hour maintenance inspection, or by 28 February 2018, whichever is the sooner.

Effective Date: 28 December 2017