

MCAI Information Form

In support of the Civil Aviation Authority actions to address your Mandatory Continued Airworthiness Information (MCAI), please provide the information below, if not contained in the referenced service information. **Important Note:** The Director may require information considered necessary in the interests of civil aviation safety, Civil Aviation Act 1990 Section 15 refers.

Aircraft Manufacturer/Model *Pacific Aerospace Ltd / P-750 XL*

Service Bulletin/Revision/Date *PACSB/XL/101 – Issue 1 – 29/03/2018*

Number of aircraft affected, all aircraft or by S/N: *All P-750XL aircraft up to and including S/N 221.*

1. Describe the unsafe condition, AND its root cause. Include a description of how the problem could affect the safe operation of the aircraft:

During a review of the Installation Main A/C Loom (P/N 11-81021) it was found that the existing firewall penetrations were not documented. The method used by PAL production was based on the FU-24 (CAR3 design basis), but had been adapted over time. There was no verification that the method used is “fireproof” as defined by current FAR regulations / advisory material (10 mins @ 2000 °F).

2. Provide the number and description of occurrences that prompted the mandatory service bulletin:

Nil.

3. How was the compliance time(s) established?

Expected to be installed at the next major servicing (150 or 300 hour check)

1. There have been no in service reports of accessory bay fires in the 750XL or Cresco. A recent PAL Starter-Gen fire was on a newly installed item and did not occur in flight.

2. The actual opening around the penetration is small unlikely to allow a fire to propagate. The penetration was sealed with a piece of firesleeve and commercial “high temperature” silicon sealant not “fireproof” sealant; nonetheless it will still provide a barrier to delay propagation to the cabin.

For this reason it is considered extremely unlikely a major engine accessory bay fire will occur and it will propagate through the firewall penetrations within the next 300 flight hours.

4. Cost of parts and/or installation man hours?

Material costs: *Main Loom: \$ 267 / ADAS or DAAM (if applicable): \$ 118*

Total cost (if ADAS or DAAM applicable): *\$ 385*

Man Hours: *8 hours.*

5. If parts are required, are they available for all aircraft?

Yes.

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6. What category best describes the cause of the unsafe condition? Design problem, maintenance, quality control problem, unapproved parts, operational or other (specify):

Design problem.

7. Should a ferry flight be permitted? Yes/No?

Yes.

8. If this is an interim action is a terminating action available? If so, please provide a description and recommended compliance time:

This SB is a terminating action.

9. Other additional information:

N/A.

Form completed by: Ricardo Correia

Date: 17/04/2018

Contact phone number: (07) 843 6144