# Airworthiness Directive

**Pacific Aerospace 750XL Aircraft**

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Issued by the Civil Aviation Authority of New Zealand in accordance with section 72I(3A) of the Civil Aviation Act. An Airworthiness Directive (AD) contains regulatory information which is mandatory. An operator of an aircraft must not operate the aircraft unless the operator complies with every applicable AD issued by the Director in accordance with section 72I(3A) of the Civil Aviation Act. An AD is issued where the Director believes on reasonable grounds that an unsafe condition exists in an aircraft or aeronautical product.

**DCA/750XL/25A Wing Leading Edge Tank Abrasion - Inspection**

**Applicability:** Pacific Aerospace 750XL aircraft, all S/N up to and including 135 (except S/N 113).

**Note:** Mandatory Service Bulletin PACSB/XL/091 issue 3, dated 15 March 2018 revised to include additional repair information, and DCA/750XL/25A updated to introduce the revised SB.

**Requirement:** To prevent abrasion damage to the wing leading edge due to possible chafing by the ventilation ducting, which could result in a fuel leak, accomplish the following:

Inspect the leading edge skin of both wings at the wing root per the inspection instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/091 issue 3, dated 15 March 2018, or later approved revision.

If any signs of chafing is found, accomplish the requirements in Part A and B of MSB PACSB/XL/091, before further flight.

If no signs of chafing is found, accomplish the requirements in Part B of MSB PACSB/XL/091, before further flight.

**Compliance:** At the next scheduled maintenance inspection, or by 22 April 2018, whichever is the later, unless previously accomplished.

**Effective Date:** DCA/750XL/25 - 28 February 2018
DCA/750XL/25A - 22 March 2018

**Background:** Mandatory Service Bulletin PACSB/XL/091 issue 3, dated 15 March 2018 revised to include additional repair information, and DCA/750XL/25A updated to introduce the revised SB. The MSB is issued to prevent abrasion damage to the wing leading edge. Chafing by the ventilation duct could result in a fuel leak.