

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/109– Issue 1 – 16/01/2019*

Number of aircraft affected, all aircraft or by S/N:

750XL aircraft S/N 177,186 thru 213, 220, 8001, 8002

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 of the wing leading edge tank fuel pickup assembly, it was found that this part may have been installed pre-stressing the Wing Spar Web and/or the Pickup Assembly Pipe.

- This Service Bulletin is only applicable for aircraft fitted with the Extended Range Wing, which introduced the P clip and support bracket for the wing leading edge tank fuel pickup assembly.

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

Preventive action only. No instances have been reported of stress-induced cracking of the Wing Spar Web and/or the Pickup Assembly Pipe.

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

- No instances of stress-induced cracking of the affected components have been reported.

- The likelihood of stress-induced cracking of the affected components within 165 flight hours is very unlikely.

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

Material costs: < \$NZ 600

Man Hours: Part A: 1 hour / Part B: 4 hours.

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

Parts are available to order.

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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):

Incorrect manufacture of the wing leading edge tank fuel pickup assembly part no. 11-57031-1 was not previously identified by inspection. All incorrectly manufactured components have been identified and removed from stock.

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

Yes, the likelihood of stress-induced cracking of the affected components within 165 flight hours is very unlikely.

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.

Inspection and Corrective Action (as required) is to be carried out within the next 165 flight hours.

9. Other additional information:

Replacement Fuel Pickup Assemblies (part no. 11-57031-1) identified in the Service Bulletin are correctly manufactured in accordance with the drawing dimensions and do not pre-stress the Wing Spar Web and/or the Pickup Assembly Pipe. These have been fitted to all aircraft currently being manufactured and will be used for all future production.

Form completed by: *David Roberts*

Date: *16/01/2019*

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