

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/38A Flap Assembly Screw Jack – Inspection

- Applicability:** Pacific Aerospace Limited 750XL aircraft, S/N 101 through to 215, 220, 8001 and 8002, and Flap Screw Jack Assemblies with P/N 11-45621-1 and 11-45622-1 held as spare parts.
- Requirement:** To prevent fatigue failure of a flap screw jack due to possible incorrect assembly of the bearing retainer and stop, accomplish the following:
1. Inspect the LH and RH flap screw jack assemblies per the instructions in Part A of MSB PACSB/XL/117 issue 2, dated 21 August 2019, or later approved revision.
If a flap screw jack assembly is found incorrectly assembled, then accomplish the instructions in Part B of MSB PACSB/XL/117 issue 2, before further flight.
If both flap screw jack assemblies are found correctly assembled, per figure 1 of Part A of MSB PACSB/XL/117 issue 2, then no further AD action is required.
 2. A flap assembly screw jack (LH) P/N 11-45621-1 or a flap assembly screw jack (RH) P/N 11-45622-1 shall not be fitted to any aircraft, unless these parts are in compliance with the requirements in this AD.
- Note 1:** The visual inspection of the LH and RH flap screw jack assemblies per the instructions in Part A of MSB PACSB/XL/117 issue 2 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
If a flap screw jack assembly is found incorrectly assembled, then a maintenance engineer shall accomplish the corrective actions in Part B of MSB PACSB/XL/117 issue 2, before further flight.
- Note 2:** The aircraft may be recovered back to a maintenance base for the inspection, provided the flight is a non-hire or reward flight with no passengers carried.
- Compliance:**
1. Within the next 5 hours TIS.
 2. From 1 August 2019 (the effective date of DCA/750XL/38).
- Effective Date:** DCA/750XL/38 - 1 August 2019
DCA/750XL/38A - 5 September 2019
- Background:** DCA/750XL/38A with effective date 5 September 2019 and a 5 hour TIS compliance is prompted by two reports of finding incorrectly assembled flap screw jacks on affected aircraft. This AD is revised to introduce Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/117 issue 2, dated 21 August 2019 and expand the AD applicability to include additional aircraft S/N and parts held as spares.
There are no additional AD requirements for aircraft and affected parts in compliance with DCA/750XL/38.
A Pacific Aerospace Ltd (PAL) review of the 750XL Maintenance Manual (MM) and the 750XL Illustrated Parts Manual (IPM) has determined that the orientation shown in these two manuals for the flap screw jack bearing stop is incorrect. PAL has subsequently issued temporary revisions dated 5 June 2019, for both the 750XL MM and the 750XL IPM to correct the orientation shown for the flap screw jack bearing stop. These temporary revisions can be obtained from Pacific Aerospace Ltd, Hamilton, New Zealand.
Due to the possibility that there may be incorrectly assembled flap screw jack assemblies in service, this AD is issued to introduce the corrective actions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/117 issue 2, dated 21 August 2019. The aircraft may be recovered back to a maintenance base for the inspection, provided the flight is a non-hire or reward flight with no passengers carried.