

## 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/111 – Issue 1 – 18/06/2019*

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:**

*In the Final Report of investigation of accident of Air Kastthamandap 9N-AJB,P750XL in Nepal on 26 February, 2016, The accident investigation commission found (“Findings” item 41):*

*“The positioning of Fuel condition lever and flaps control lever in P750 XL aircraft is found co-located, and bracket used for avoiding inadvertent cut-off of the FCL is found ineffective. This may at times cause inadvertent fuel cut-off while mistaking FCL for Flap control Lever.”*

*The Report recommended (section 4.1.2):*

*“Effective lock mechanism should be introduced for Fuel Condition Lever in order to prevent inadvertent fuel cut-off to the engine during operation of flaps, as FCL and Flaps control lever are closely located.”*

*This Service Bulletin provides procedures to check and if necessary, adjust the position of the Fuel Condition Lever to ensure it rests against the left hand side of the Control Guide slot when selected to the Ground Idle position. With the lever rigged at the left hand position of the slot, a positive action is required to move the lever to the right and then aft into the fuel cut-off position.*

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

*At the time the Service Bulletin was drafted, zero instances had been positively identified as being caused by inadvertently selecting the Fuel Condition Lever in lieu of the Flap control Lever.*

*Subsequently, there have been at least two reported instances of a pilot activating the Fuel Condition Lever in lieu of the Flap Lever on the ground during Pilot Training and one suspected instance of this occurring during flight (a formal investigation into the crash landing of S/N XL213 in China has not yet been carried out).*

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

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

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

*Material costs: Nil / Man Hours: 2 hours.*

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

*No parts Required.*

**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:**

*Nil.*

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