

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/113– Issue 2 – 08-03-19*

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

Part A – ALL 750XL aircraft S/N 101 thru 215, 220, 8001, 8002 Aircraft provisioned for or installed with Air Conditioning and/or Standby Alternator.

Part B – ALL 750XL aircraft S/N 101 thru 215, 220, 8001, 8002 Aircraft provisioned for or installed with Air Conditioning and/or Standby Alternator.

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 Powerplant Fuel Lines and Electrical Installations (forward of the Engine Firewall), it was found that the Engine Fuel Feed Line and Fuel Pressure Transducers could potentially chafe against adjacent Electrical Wiring and the Ignition Exciter.

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

Preventive action only. No instances have been reported of chafing damage of the fuel line or adjacent electrical wiring.

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

- No instances of the described chafing have previously been reported.

- The likelihood of chafing is assessed as 'unlikely or 'possible.

- It is very unlikely that chafing would not be observed at the previous 150 hour service and would subsequently progress to the stage that a fuel leak would occur within the next 165 hours. Inspection for chafing is required within 165 hours.

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

Material costs: \$17.00 Man Hours: Part A: 1 hour / Part B: 4 hours.

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

Sufficient quantities of the identified P Clips are not available at Pacific Aerospace at the time of publishing. The specified items are all standard aircraft parts and should be available from alternative vendors.

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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):

Potential for chafing was not identified when the fuel feed hose location/routing was redesigned to make provision for fitting of an air conditioning compressor and was not identified as a hazard during subsequent production or inspection.

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

Yes, No instances of the described chafing have previously been reported.

It is very unlikely that chafing would not be observed at the previous 150 hour service and would subsequently progress to the stage that a fuel leak would occur within the next 165 hours.

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.

For all future production aircraft, the design and location of the affected fuel line will be amended to prevent the possibility of chafing.

9. Other additional information:

The relocated routing of the fuel feed line has been pre-installed and assessed on XL214, prior to delivery of that aircraft, and forms the basis of the corrective action detailed in the Service Bulletin.

Form completed by: *David Roberts*
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Date: *08/03/2019*