

**FLAP ASSEMBLY SCREW JACK P/N 11-45621-1  
& 11-45622-1**

**1. PLANNING INFORMATION**

- A. EFFECTIVITY

<u>MODEL</u>	<u>S/N</u>
750XL(NZ)	101 thru 215,220
750XL(CN)	8001 & 8002
	<u>Assemblies held in store</u>
  
- B. REASON

Inspection of Flap Screw Jack Assembly to verify correct configuration of the assembly.
  
- C. DESCRIPTION

The illustration of Flap Screw Jack Assembly in the Maintenance Manual and the Illustrated Parts Manual were shown incorrectly.

The changes will be incorporated through temporary revision of the Maintenance Manual and the Illustrated Parts Manual . The affected Screw Jacks shall be replaced / reworked by operators. PAL to be contacted if difficulties are found complying with this Service Bulletin.
  
- D. COMPLIANCE

<u>PART-A</u>
Visual inspection within 5 hours operation.
 <u>PART-B</u>
<u>If required carry out immediately.</u> Repositioning of the aircraft is permitted for the purpose of flight to the nearest maintenance provider if authorised by the respective National Aviation Authority.
  
- E. TOOLING

No special tools required.
  
- F. WEIGHT AND BALANCE

No change.
  
- G. REFERENCE

Temporary revision of 750XL Maintenance Manual & Illustrated Parts Manual dated Jun 2019.
  
- H. HOURS REQUIRED

PART-A - 10 Minutes.  
PART-B - 2 Hours on each side.
  
- I. WARRANTY COVER

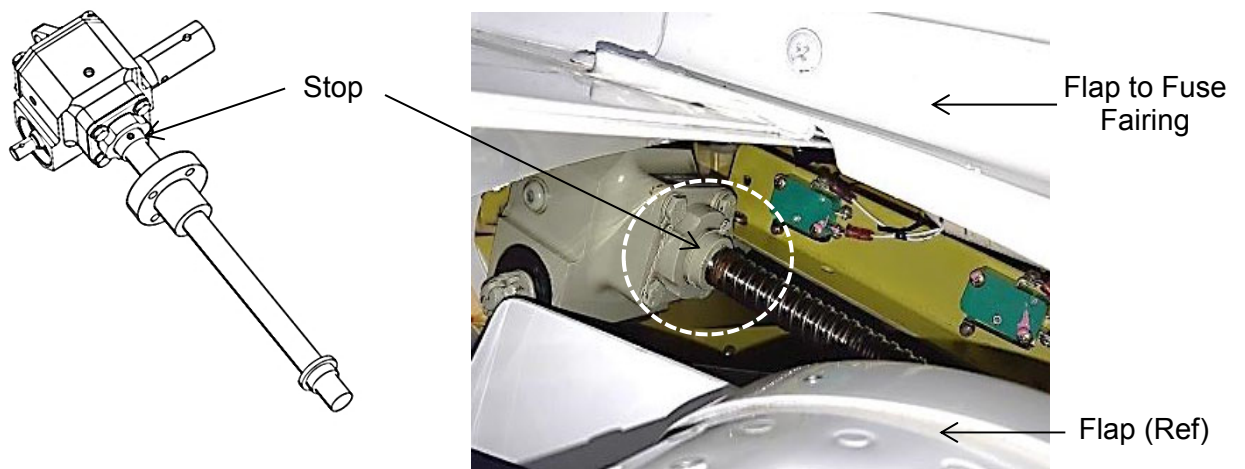
Normal warranty conditions apply.

**2. ACCOMPLISHMENT INSTRUCTIONS**

**PART-A**

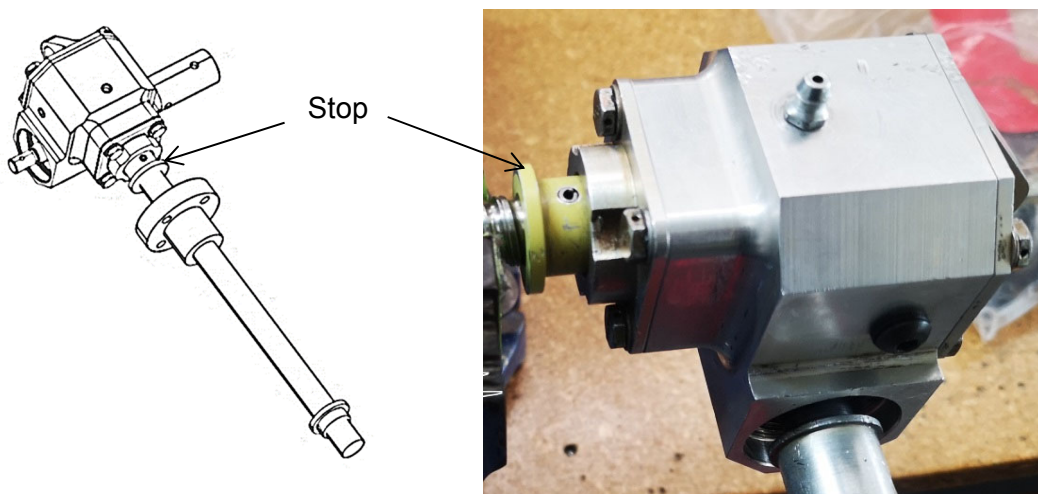
**NOTE:** Visual inspection may be performed by suitably qualified AME/pilot with current licence and rated on type.

- A.1) Switch the battery power 'ON' and lower the flap to 40°.
- A.2) Carry out visual inspection of the Screw Jack Assembly on both sides to check the configuration (Ref Figure 1).
- A.3) If the Screw Jack Assembly is fitted with correct 'Stop' orientation as shown in Figure 1, no further actions are required.



**Figure 1 Correct Configuration**

- A.4) Operator to record compliance in aircraft logbook.
- A.5) If the Screw Jack Assembly is fitted with incorrect configuration of the 'Stop' as shown in Figure 2, go to Part-B.



**Figure 2 Incorrect Configuration**

**PART-B**

(Refer to temporary revision of Maintenance Manual dated June 2019)

- B.1) Remove the Screw Jack Assembly.
- B.2) Disassemble the Screw Jack. Refit the 'Stop' as shown in Figure 1.
- B.3) Reassemble the Screw Jack.
- B.4) Reinstall the Screw Jack Assembly.

**3. CERTIFICATION**

Record compliance with this Service Bulletin in aircraft logbook.  
 Relevant document of assemblies held in store.  
 Accomplishment of this Service Bulletin is a terminating action.

**4. MATERIAL REQUIRED**

For Part-B

<b><u>DESCRIPTION</u></b>	<b><u>PART NUMBER / SPECIFICATION</u></b>	<b><u>QTY</u></b>
Oil	MIL-PRF-6086 GRADE M	A/R
Roll Pin	MS9048-136	2
Roll Pin	MS9048-075	2
Gasket	11-45623-1	2
Gasket Bearing Retainer	11-45635-1	A/R
Lockwire	MS20995C32	A/R

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