

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/18B	Fin Forward Pickup – Inspection
Applicability:	Model PAL 750XL aircraft, S/N all through to 193, 195 and 197.
Note 1:	This AD supersedes DCA/750XL/18A to introduce Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/068 issue 6, dated 8 January 2018. There are no changes to the AD applicability or the requirements. The changes to the SB are limited to minor editorial changes, and the addition of alternate P/N hi-lok fasteners due to limited availability of the original P/N.
Requirement:	<p>To prevent failure of the fin forward pickup due to possible fatigue cracks, accomplish the following requirements per the instructions in Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/068 issue 6, dated 8 January 2018, or later approved revision:</p> <ol style="list-style-type: none">1. Reduce the fin forward pickup bolt torque per the instructions in PACSB/XL/068. If the fin has been removed, then remove the two rudder trim driveshaft grub screws and apply Loctite 222 thread locking compound and refit the grub screws per the instructions in PACSB/XL/068.2. <u>Visual and Dye Penetrant Inspections:</u> Accomplish the inspection requirements in paragraphs 2.A and 2.B of PACSB/XL/068. If any cracks are found, before further flight accomplish the instructions in paragraphs 2.C of PACSB/XL/068.3. <u>Fin forward pickup replacement:</u> Remove fin forward pickup P/N 11-10281-1 and replace with P/N 11-03375-1 per the instructions in paragraphs 2.C or 2.D of PACSB/XL/068.
Note 2:	Accomplishing requirement 3 is terminating action to the AD requirements. (PACSB/XL/068, occurrences 12/4698, 12/4699 and 14/1898 refer)
Compliance:	<ol style="list-style-type: none">1. <u>For all aircraft affected by this AD:</u> At the next 150 hour scheduled maintenance inspection, unless previously accomplished.2. <u>For standard category aircraft:</u> At 2000 hours TTIS or the next 150 hour scheduled maintenance inspection, whichever is the later, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or annual inspection, whichever occurs sooner. <u>For restricted category aircraft:</u> At 1000 hours TTIS or the next 150 hour scheduled maintenance inspection, whichever is the later, unless previously accomplished, and thereafter at intervals not to exceed 600 hours TIS or annual inspection, whichever occurs sooner.3. <u>For standard category aircraft:</u> At 6000 hours TTIS or within the next 600 hours TIS, whichever occurs later. <u>For restricted category aircraft:</u> At 2000 hours TTIS or within the next 200 hours TIS, whichever occurs later.
Effective Date:	DCA/750XL/18 - 30 July 2015 DCA/750XL/18A - 4 August 2015 DCA/750XL/18B - 28 February 2018
Background:	This AD revised to introduce Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/068 issue 6, dated 8 January 2018. The changes to the SB are limited to minor editorial changes, and the addition of alternate P/N hi-lok fasteners due to limited availability of the original P/N. There are no changes to the AD applicability or the requirements.