

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/20

Fuel Tank Caps - Inspection

- Applicability:** Pacific Aerospace 750XL aircraft, all S/N up to and including XL216 fitted with fuel tank caps P/N 457-1015-12.
- Requirement:** To prevent fuel loss from the aircraft fuel tanks due to a possible non-conforming fuel tank cap, accomplish the following:
1. Pilot's Operating Handbook (POH) Amendment:
Revise the Pacific Aerospace 750XL Pilot's Operating Handbook (AIR 2825 and AIR 3237) and introduce CAA Limitation Section, (1 page) dated 8 December 2017. Compliance with the Limitations Section in the AFM is mandatory.
- Note 1:** A copy of CAA Operating Limitations (1 page), dated 8 December 2017 can be obtained from the CAA web site at <http://www.caa.govt.nz/airworthiness-directives/airworthiness-directives-aeroplane/>
2. Fuel Tank Cap Inspection:
Inspect the fuel tank caps P/N 457-1015-12 (4 positons) per the instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/089, dated 8 December 2017.
If a fuel cap does not release from the fuel tank as it is unlocked, or if the fuel cap locking lugs do not conform to the requirements in PACSB/XL/089, then replace the defective cap with a P/N 11-21087-1 fuel cap, before further flight. Remove the CAA Limitation Section, (1 page) dated 8 December 2017 from the POH.
- Note 2:** Long range aircraft delivery ferry flights and oceanic flights are prohibited unless requirement 2 of this AD has been accomplished.
- Note 3:** Accomplishing requirement 2 of this AD is a terminating action for the repetitive inspections mandated by requirement 1.
- Note 4:** On the 750XL aircraft, the fuel system design is such that the front tanks are continuously topped up by motive-flow transfer from the rear tanks, until the latter are empty. If a front fuel tank cap is not correctly closed, locked and sealed, then fuel could leak past the fuel cap until all fuel other than the front tank contents is consumed. The fuel tank caps are thus critical items to be checked before every flight.
- Compliance:**
1. POH Amendment:
From the effective date of this AD.
 2. Fuel Tank Cap Inspection:
By 31 January 2018.
- Effective Date:** 15 December 2017