



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická
letišťe Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: DCA/750XL/10

Datum účinnosti: 29.března 2007

PACIFIC AEROSPACE CORPORATION

letadlo model PAC 750XL

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

DCA/750XL/10 Cockpit Windows – Inspection and Modification

Applicability: Model PAC 750XL aircraft, S/N 101, 102, 104 through to 128, except those with modification PAC/XL/0276 embodied.

Requirement: To prevent the cockpit door windows separating from their frames, accomplish the following:

1. Inspection

Inspect the windscreen and cockpit door windows for signs of disbonding of the adhesive between the transparency and the composite window frame.

If disbonding is evident, accomplish modification per part 2 of this AD before further flight.

2. Modification

Modify the windscreen and cockpit windows to incorporate mechanical fasteners in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/024 (embodiment of modification PAC/XL/0276), PAC Drawing No. 11-03137 and the PAC 750XL Maintenance Manual.

Note 1: The embodiment of modification PAC/XL/0252 prior to the release of this AD is an acceptable alternative means of compliance.

Note 2: Modification PAC/XL/0276 supersedes modification PAC/XL/0252.

Compliance:

1. Inspect within the next 50 hours TIS. Thereafter inspect at intervals not to exceed 50 hours TIS until modification is accomplished per requirement 2 of this AD.
2. Modify within 150 hours TIS, or six months, whichever occurs sooner.

Effective Date: 29 March 2007



Aircraft Certification Service
Federal Aviation Administration

FAA MCAI INFORMATION FORM

To: Airworthiness Authority of USA (FAA)

In support of the FAA's actions to address your country's Mandatory Continued Airworthiness Information (MCAI) in the United States, please provide the items highlighted below by _____, if not contained in the referenced Airworthiness Directive (AD) or service information.

Aircraft Manufacturer/Model	ECAA AD/Revision No./Date	Service Bulletin/Revision No./Date
PAC 750XL	DCA/750XL/10	PACSB/XL/024

1. Describe the unsafe condition, AND its root cause. Include description of how the problem could affect the safe operation of the airplane.

The manufacturer has reported a case where the cockpit door window separated from the frame.

2. Provide the number and description of occurrences that prompted the AD.

Number of Occurrences:TBA

Description: Refer description in PACSB/XL/024

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

Inspection to be accomplished as soon as possible (within the next 50 hours TIS). The modification at the next maintenance check or 6 months.

4. Cost of parts and/or installation work hours for the owner/operator (data from the manufacturer and their supplier, if applicable):

Costs:TBA

Work hours:TBA

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

Yes No Not applicable Availability/Lead Time:Standard A/C hardware

6. What category best describes the cause of the unsafe condition?

Design Problem Quality Control Problem Operational
 Maintenance Unapproved Parts Other (Specify)

7. Should a ferry flight be permitted?

Yes No

8. Number of aircraft affected, by serial number (S/N) (U.S. Registered and Worldwide):

ALL, or S/N: 101, 102,104 through 128

U.S. Registered

Worldwide (including) U.S. Registered 20

9. If this is interim action, is terminating action available? If so, please provide description and recommended compliance time. Embodiment of Modification PAC/XL/0276 and drawing no. 11-03137 is a terminating action.

10. Other: Refer DCA/750XL/10 and PACSB/XL/024

Date: 27 March 2007



PACIFIC AEROSPACE LIMITED

Pacific Aerospace Limited
Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand
Telephone (64) 7-843-6144 Fax (64) 7-843-6134

PACSB / XL / 024

REWORK – ADDITIONAL FASTENERS – COCKPIT DOOR WINDOWS

1. PLANNING INFORMATION

- | | | |
|----|--------------------|--|
| A. | EFFECTIVITY | PAC 750XL aircraft S/N's 101, 102, 104 through 128. |
| B. | REASON | To prevent the possibility of the Cockpit Door Windows separating from their frames. |
| C. | DESCRIPTION | <p>A case was reported where the Cockpit Door Windows were separating from their Frames</p> <p>To prevent this from happening, Screws, Washers and nuts are installed at the corners of the Door Windows in a similar fashion as the Windscreens.</p> |
| D. | COMPLIANCE | <p>At next 150 hour inspection or before next flight if signs of disbonding of the windows become evident.</p> <p>Modification PAC/XL/0252 is an alternative means of compliance if already embodied.</p> <p>This SB supersedes PAC/XL/0252 and is the preferred repair for disbonding transparencies.</p> |
| E. | APPROVAL | By the delegated authority. |
| F. | TOOLING | Special grounded ¼” drill bit. |
| G. | WEIGHT AND BALANCE | Not affected. |
| H. | REFERENCE | PAC 750XL Maintenance Manual and drawing 11-03137 Issue NC or later. |

2. ACCOMPLISHMENT INSTRUCTIONS

A. Additional Components.

Screws	P/N AN525-832-11	(Qty: A/R)
Washers	P/N AN960-8L	(Qty: A/R)
Washers	P/N 91545A130	(Qty: A/R)
Nuts	P/N MS21044N08	(Qty: A/R)

B. Method : (refer to drawing 11-03137-1)

Drill ¼" holes through the windows, taking care to avoid cracking of the plexiglass.

Note: A standard drill bit will not be suitable as it tends to grab into the plastic material.
It is recommended that a drill bit be ground with a vertical or negative entry angle

Smooth the holes internally with a piece of fine sand paper rolled up

De-burr the holes to avoid any starting points for cracks.

Fill holes with Windshield Sealant. Fit the NYLATRON washers to the screws and install the screws from the outside of the canopy.

Install Washers AN960-8L and fit the Nuts. Torque the nuts to a maximum of 10 inch pounds plus the run-up torque. DO NOT OVER TIGHTEN.

C. De-bonding: (refer to drawing 11-03137-2)

In the event of the window starting to de-bond, the glazing (pane) must be removed and re-installed using SIKA PRIMER-209N and SIKAFLEX - 295 UV Adhesive Sealant as per drawing 11-03137 Issue NC.

For further protection of the sealant, it is recommended to apply a paint layer (or opaque trim) as per drawing 11-03137, SECTION A-A.

3. CERTIFICATION

Record compliance with this Bulletin and modification PAC/XL/0276 in the Airframe Log Book.