
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Pacific Aerospace 750XL Series Aeroplanes

AD/750XL/10

Cockpit Windows

**6/2007
DM**

Applicability: Model 750XL aircraft, serial numbers 101, 102, and 104 through 128, except aircraft with modification PAC/XL/0276 incorporated.

Requirement: 1. 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, before further flight, accomplish modification PAC/XL/0276.

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

Note 1: Incorporation of modification PAC/XL/0252 before the release of this Directive, is an acceptable alternative means of compliance with this Directive.

Note 2: NZ CAA AD DCA/750XL/10 refers.

Compliance: Within 50 hours time in service after 5 April 2007. Thereafter at intervals not to exceed 50 hours time in service; until accomplishment of Requirement 2.

Within 150 hours time in service or 6 months after 5 April 2007, whichever occurs first.

This Airworthiness Directive becomes effective on 5 April 2007.

Background: A report was received of the in-flight separation of the right hand side cockpit door window during the climb phase of the flight. Disbonding (but not release) of the windshield has also been reported.



David Villiers
Delegate of the Civil Aviation Safety Authority

3 April 2007