
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/11****Rudder Trim Tab Pivot****6/2007**

Applicability: Model 750XL aircraft without modification PAC/XL/0267 incorporated.

Requirement: 1. Inspect the rudder trim tab upper pivot in accordance with the instructions in Pacific Aerospace Limited Mandatory Service Bulletin (MSB) PACSB/XL/023.

If there is any lateral movement of the bush, incorporate modification PAC/XL/0267 in accordance with MSB PACSB/XL/023 and PAC Drawing No. 11-03131.

Note 1: Modification PAC/XL/0267 comprises removing the upper bush part number 11-33119-1 and installing upper bearing part number 11-33121-1 in accordance with PAC Drawing No. 11-03131. This modification constitutes terminating action to the requirements of this Directive.

2. Modify the rudder trim tab upper pivot in accordance with MSB PACSB/XL/023 and PAC Drawing No. 11-03131.

Note 2: NZ CAA AD DCA/750XL/11 refers.

Compliance: 1. Within 150 hours time in service after 7 June 2007. Thereafter at intervals not to exceed 150 hours time in service; until Requirement 2 is accomplished.

2. Within 450 hours time in service or 24 months after 7 June 2007, whichever occurs first.

This Airworthiness Directive becomes effective on 7 June 2007.

Background: Wear has been detected in the rudder trim tab upper pivot hole in the rudder rib. This Directive requires inspections until eventual replacement of the trim tab upper pivot bush with a bearing.



David Villiers
Delegate of the Civil Aviation Safety Authority

24 April 2007