CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

TCDS No A-14
Revision 19
NZSkydive Ltd
750XL
750XL-II
18 July 2023

TYPE CERTIFICATE DATA SHEET No A-14

This data sheet which is part of Type Certificate No A-14 prescribes the conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the New Zealand Civil Aviation Rules.

Type Certificate Holder: **NZSkydive Ltd.**
Trading as Pacific Aerospace
333 Airport Road
Hamilton
New Zealand

Type Certificate Holder Record: **Transferred from Pacific Aerospace Ltd to NZSkydive Ltd on 29 November 2021**

Transferred from Pacific Aerospace Corporation Ltd to Pacific Aerospace Ltd on 12 December 2006

I - Model 750XL (Normal category) Approved 23 July 2003 (Restricted category Approved 28 September 2005 (See Note 4))

Engine: Pratt & Whitney PT6A-34 (TC E-6) (See Note 5)

Fuel: Jet A/A1 (See Approved Flight Manual for additional fuels)

Engine Limits:

Power Setting	Torque psi	Max ITT °C	Gas Gen RPM % Ng	Prop RPM % Np (RPM)	Oil Press psi	Oil Temp. °C	Shaft Horse-Power
Take-off	64.5 (2)	790	101.6	91.2 (2006)	85-105	10-99	750 (31 °C)
Maximum Continuous	54	740	101.6	91.2 (2006)	85-105	10-99	633
Maximum Climb	54	740	101.6	91.2 (2006)	85-105	0-99	633
Maximum Cruise	64.5 (2) 54	790 740	101.6 101.6	91.2 (2006) 91.2 (2006)	85-105 85-105	0-99 0-99	750 633
Idle	-	685	52-54	-	40	-40-99	-
Maximum Reverse	64.5 (2)	790	101.6	86 (1892)	85-105	0-99	-
Transient	68.4 (5)	850 (3)	102.6 (3)	100 (2200)	85-105	0-99	-
Starting	-	1090 (3) (4)	-	-	-	-40	-

(1) All limits are based on sea level (2) 5 minute time limit (3) These values are limited to two secs
(4) Starting temperatures above 850^{0}C should be investigated for cause (5) Time limited to 20 secs

Propeller & Limits: Hartzell HC-B3TN-3D/T10282NS+4 (TC P15EA) or Hartzell HC-B3TN-3D/T10282NSK+4 (Installed by modification PAC/XL/0615)

Diameter : 106 in max., 106 in min.

Feathered propeller angle	: 86.3° ± 1.5 °
Low Pitch Setting at 30" Station	: 18.5°± 0.5 °
Maximum reverse angle	: -8.1° ± 0.5 °

or

Hartzell HC-E4N-3P/D9900 (TC P10NE)
(Installed by Modification PAC/XL/0453)

Diameter : 100 in max., 100 in min.

Feathered propeller angle	: 89.5° ± 0.5 °
Low Pitch Setting at 30" Station	: 19.3° ± 0.1 °
Maximum reverse angle	: -10.0° ± 0.5 °

Airspeed Limits:

V_{NE} Never exceed	170 kt IAS
V_{NO} Max. structural cruising	140 kt IAS
V_A,V_O Manoeuvering	
7,500 lb. (3,402 kg)	131 kt IAS
6,500 lb. (2,948 kg)	122 kt IAS
5,500 lb. (2,495 kg)	112 kt IAS
4,500 lb. (2,041 kg)	101 kt IAS
V_{FE} Max Flap Extended	
Flaps 20°	130 kt IAS
Flaps 40°	120 kt IAS

C.G. Range: (See Note 1)

Fwd Limit:
100.46 ins (2.55 m) aft of datum at 4,209 lb. (1,909 kg).
103.18 ins (2.62 m) aft of datum at 5,639 lb. (2,558 kg).
111.55 ins (2.83 m) aft of datum at 7,500 lb. (3,402 kg).

Aft Limit: 125.6 ins (3.19 m) aft of datum at all weights.

Straight line variation between points given.

With modification PAC/XL/0448 (Extended range wing) embodied:

Fwd Limit:
102.18 ins (2.60 m) aft of datum at 4,209 lb. (1,909 kg)
104.90 ins (2.66 m) aft of datum at 5,639 lb. (2,558 kg)
113.27 ins (2.88 m) aft of datum at 7,500 lb. (3,402 kg)

Aft Limit: 124.60 ins (3.17 m) aft of datum at all weights.

Straight line variation between points given.

Empty Weight C.G. Range: None.

Datum: Station 0.00 (100.21 ins forward of wing leading edge.)

Levelling means:
Longitudinally : Two bolts on Fuselage upper longerons forward of LH main door.
Laterally: Top of inner wing main spar.

Maximum Weight: Take-off: 7,500 lb. (3,402 kg)
Landing: 7,125 lb. (3,232 kg)

Minimum Crew: One

Number of seats: Two at Station 66.5 ins (1.69m). (See Note 6 for additional seating.)

Maximum Cargo: 1200 lb. (544 kg) between Stations 82.0 (2.08 m) and 115.0 (2.92 m)

1200 lb. (544 kg) between Stations 118.0 (3.0 m) and 166.0 (4.22 m)

800 lb. (363 kg) between Stations 166.0 (4.22 m) and 240.0 (6.10 m)

Fuel Capacity:

Tank	Total capacity	Unusable	Usable
Front Left Tank (includes sump tank)	284 litres, 499 lb. 75 U.S. gallons	10 litres, 18 lb. 3 U.S. gallons	274 litres, 481 lb. 72 U.S. gallons
Front Right Tank	293 litres, 515 lb. 77 U.S. gallons	10 litres, 18 lb. 3 U.S. gallons	283 litres, 497 lb. 74 U.S. gallons
Rear Left Tank	142 litres, 249 lb. 37.5 U.S. gallons	0	142 litres, 249 lb. 37.5 U.S. gallons
Rear Right Tank	142 litres, 249 lb. 37.5 U.S. gallons	0	142 litres, 249 lb. 37.5 U.S. gallons
Total	861 litres, 1512 lb. 227 U.S. gallons	20 litres, 36 lb. 6 U.S. gallons	841 litres, 1476 lb. 221 U.S. gallons

With modification PAC/XL/0448 (Extended range wing) embodied:

Tank	Total capacity	Unusable	Usable
Front Left Tank (includes sump tank)	183.4 litres, 323 lb. 48.4 U.S. gallons	3.4 litres, 6 lb. 0.9 U.S. gallons	180 litres, 317 lb. 47.6 U.S. gallons
Front Right Tank	182 litres, 320 lb. 48.1 U.S. gallons	2 litres, 3.5 lb. 0.5 U.S. gallons	180 litres, 317 lb. 47.6 U.S. gallons
Rear Left Tank	461.3 litres, 812 lb. 121.9 U.S. gallons	13.3 litres, 23.4 lb. 3.5 U.S. gallons	448 litres, 788 lb. 118.3 U.S. gallons
Rear Right Tank	461.3 litres, 812 lb. 121.9 U.S. gallons	13.3 litres, 23.4 lb. 3.5 U.S. gallons	448 litres, 788 lb. 118.3 U.S. gallons
Total	1288 litres, 2267 lb. 340.3 U.S. gallons	32 litres, 56 lb. 8.5 U.S. gallons	1256 litres, 2210 lb. 331.8 U.S. gallons

Oil Capacity: 8.7 litres at station 13.0 (0.33 m).

Maximum Operating Altitude: 20,000 ft.

Control Surface Movements:

Elevator relative to tailplane:	Up	30°
	Down	8.5°
Elevator tab relative to tailplane:	Up	10.5°
	Down	27.5°
Rudder relative to fin:	Right	25°
	Left	20°
Rudder tab relative to rudder:	Right	13°
	Left	13°
Ailerons relative to wing:	Up	23°
	Down	9.5°
Aileron tab relative to aileron:	Up	15°
	Down	20°
Flaps relative to wing:	Up	0°
	Take-off	21°
	Landing	40°

For all control surfaces except flaps a tolerance of ±0.5° is applied. A tolerance of ±1° is applied to the flaps in the Up and Take-off positions, and +1°/-0° in the Landing position.

For aircraft manufactured prior to S/N 224 (along with S/N 225, 8001, 8002, 8003 - see note 10), the Take-off flap position tolerance is +4°/-1° when transitioning from Landing to Take-off position (for example in event of a balked landing).

Serial Numbers Eligible: 101 – 120, 122 through 499, 8001 and up (See Note 10)

Drawing List:
PAC Drawing No. 11-00001-1 or
PAC Drawing No. 11-00005-1 (See Note 7) or
PAC Drawing No. 11-00005-2 (See Note 7) or
PAC Drawing No. 11-00005-3 (See Note 7) or
PAC Drawing No. 11-00007-1 (See Note 8) or
PAC Drawing No. 11-00009-1 (See Note 9)

Certification Basis:

New Zealand Civil Aviation Rules Part 21 Subpart B current on 25 January 2000 (amendment 5 dated 25 December 1997).

United States Federal Aviation Regulations:

– Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002.

– Part 34 dated September 10, 1990, including Amendments 34-1 through 34-3 dated 2nd March 1999.

– Part 36 effective 1 December 1969 as amended by amendment 36-1 through 36-24 dated 8 July 2002.

The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:

FAR 23.1505(c) – See CAANZ ELOS Decision memo dated 18 July 2003.

Application for certification dated 25 January 2000.

– Aircraft with optional HC-E4N-3P 4-bladed propeller installed by modification PAC/XL/0453 have complied with FAR Part 36 at amendment 36-28.

– Modification PAC/XL/0448 (Extended range wing) has been certificated against FAR 23 effective 1 February 1965 as amended by amendment 23-1 through 23-61 dated 20 May 2011.

– Modification PAC/XL/0679 “Installation - Avionics and Instruments IFR-25A” as defined in 11-00005-2 aircraft are certificated against FAR 23 effective 1 February 1965 as amended by amendment 23-1 through 23-62 dated 31 January 2012.

– Modification PAC/XL/0784 “Installation - Avionics and Instruments IFR-26A (G600TXi)” as defined in 11-00005-3 aircraft are certificated against FAR 23 effective 1 February 1965 as amended by amendment 23-1 through 23-63 dated 21 March 2017.

For Restricted category Certification for the purposes of agricultural aircraft operations:

New Zealand Civil Aviation Rules Part 21B at amendment 6 dated 28 July 2003 and Part 137 at amendment 2 dated 1 April 1997.

United States Federal Aviation Regulations:

– Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002 except for 23.221 as per FAA AC 21.25-1; and

– Part 34 dated September 10, 1990, including amendments 34-1 through 34-3 dated 2nd March 1999; and

– Part 36 dated December 1, 1969, including amendments 36-1 through 36-24 dated 1st March 2002. (Note: Exempted in accordance with FAR 36.1(a)(2) as a small propeller-driven aircraft designed for agricultural aircraft operations.)

The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:

FAR 23.1505(c) – See CAANZ ELOS Decision memo dated 18 July 2003.

FAR 23.609(b) when modification PAC/XL/0134 is embodied. See Issue paper CRI S-1 dated 22 September 2005.

FAR 23.1093(b) when modification PAC/XL/0130 is embodied. See Issue paper CRI E-1 dated 19 September 2005.

Application for certification dated 29 August 2005.

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for airworthiness certification. (See Note 2, 3)

The applicable CAA approved Flight Manual is required for all operations. Included within the Flight Manual is information in the form of supplements which cover installation of optional systems and equipment that are necessary for safe operation of the aircraft.

Build Standard	Flight Manual	Applicability Notes
11-00001-1 or 11-00005-1 or 11-00007-1 or 11-00009-1.	AIR 2825	Analogue Instruments. (S/N 001 to 185) (Note 7, 8, 9)
11-00001-1 or 11-00005-1 or 11-00007-1 or 11-00009-1 with PAC/XL/0448	AIR 3237	Extended range wing. Analogue instruments. (S/N 186 and up – New Zealand-built aircraft) (S/N 8001 and up – Chinese-built aircraft) (See Note 7, 8, 9, 10)
11-00005-2	AIR 3380	Extended range wing. Digital instruments (Garmin EFIS & MVP-50T EIS). (S/N 206 and up) (See Note 7, 10)
11-00005-3	AIR 3970	Extended range wing. Digital instruments (G600TXi EFIS & MVP-50T EIS). (S/N 224, 226 and up) (See Note 7, 10)

Data Applicable to Model 750XL:

NOTE 1 Current weight and balance report, including list of equipment included in certified empty weight must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter. Loading instructions are included in the applicable CAA approved Flight Manual.

NOTE 2 (a) Placards and instrument markings must be displayed in accordance with the applicable CAA approved Flight Manual including relevant supplements.

(b) Each aircraft must have a placard in clear view of the pilot that specifies the kind of operations such as VFR or IFR, DAY or NIGHT, to which the operation of the aircraft is limited by the equipment installed, and also that flight in known icing conditions is prohibited.

NOTE 3 Instructions for continuing airworthiness is contained in the Aircraft Maintenance Manual for the 750XL. Service Life limits of components are given in the Airworthiness Limitations Section of Chapter 04.

NOTE 4 When internally equipped for dispensing substances on agricultural aircraft operations the aircraft is only eligible for certification in the restricted category for the purposes of agricultural aircraft operations.

When any of the following modifications are embodied, the aircraft is only eligible for certification in the restricted category for the purposes of agricultural aircraft operations:

PAC/XL/0130	Engine Cowl Filter Installation
PAC/XL/0184	Agricultural Hopper Installation
PAC/XL/0134	Fuselage Sealing Installation
PAC/XL/0602	Installation Spray System
PAC/XL/0612	Installation 1500 litre Hopper

NOTE 5 The PT6A-34AG engine is installed when modification PAC/XL/0163 is embodied. Engine specifications and limitations are identical to the PT6A-34 engine.

NOTE 6 Additional passenger seating is installed in accordance with the following optional modifications:

1. PAC/XL/0148 – Installation of Gippsland Passenger Seats
(Requires the prior installation of PAC/XL/0001 “Mk II floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”.)

Eight seats	Two at Station 106.46 ins (2.70 m)
	Two at Station 145.23 ins (3.69 m)
	Two at Station 181.12 ins (4.60 m)
	Two at Station 226.21 ins (5.74 m)

The seats at Station 181.12 (4.60m) may not be installed if the standard roller door is fitted.

2. PAC/XL/0193 – Installation of Aero Twin Passenger Seats
(Requires the prior installation of PAC/XL/0107 “Mk III floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”.)

Eight seats	Two at Station 104.34 ins (2.65 m)
	Two at Station 144.43 ins (3.67 m)
	Two at Station 178.32 ins (4.53 m)
	Two at Station 226.76 ins (5.76 m)

3. PAC/XL/0440 – Installation of Aero Twin Passenger Seats with Millenium crew seats. (Requires the prior installation of PAC/XL/0107 “Mk III floor”, or PAC/XL/0609 and PAC/XL/0610 “Modular Floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”.)

Eight seats	Two at Station 105.34 ins (2.68 m)
	Two at Station 144.43 ins (3.67 m)
	Two at Station 178.32 ins (4.53 m)
	Two at Station 226.76 ins (5.76 m)

NOTE 7 750XL aircraft manufactured to Drawing No. 11-00005-1, 11-00005-2 or 11-00005-3 are eligible for IFR operations. Aircraft s/n 126 and any other aircraft modified to an equivalent configuration as defined by drawing No. 11-00005-1 are also eligible for IFR operations.

NOTE 8 750XL aircraft manufactured to Drawing No. 11-00007-1 are eligible for SEIFR operations in accordance with New Zealand Civil Aviation Rules Part 125 and ICAO Annex 6 Paragraphs 5.4, 6.22 and Appendix 3. Aircraft modified to an equivalent configuration as defined by drawing No. 11-00007-1 are also eligible for SEIFR operations (modification PAC/XL/0500 is equivalent). Aircraft operating SEIFR must be operated in accordance with Flight Manual Supplement No 114 dated 23 March 2012 or later CAA approved revision.

NOTE 9 750XL aircraft manufactured to Drawing No. 11-00009-1 include modifications for eligibility under Interstate Aviation Committee Type Certificate CT338-750XL.

NOTE 10 750XL aircraft serial numbers 101 – 120, 123, 125 – 128 were manufactured by Pacific Aerospace Corporation Ltd in New Zealand under Aircraft Manufacturing organization certificate AM19802.

750XL aircraft serial numbers 122, 124, 129 to 223 and 225 (excluding 8001 and up) were manufactured by Pacific Aerospace Ltd in New Zealand under Aircraft Manufacturing organization certificate AM69602 (Serial number 121 was not produced).

750XL aircraft serial numbers 8001, 8002 and 8003 were manufactured in People's Republic of China by Changzhou Pan-Pacific Aviation Technology Co., Ltd. (CPAT) under Civil Aviation Administration of China (CAAC) Production Certificate PC0035A and conform to the CAAC Validation of Type Certificate VTC0272A.

750XL Aircraft serial numbers 224, 226 and up were manufactured by NZSkydive Ltd T/A Pacific Aerospace under Aircraft Manufacturing organization certificate AM98516.

II - Model 750XL-II (Normal category) Approved 18 July 2023

The 750XL-II is the same as the 750XL except the basic configuration of the 750XL-II includes the Garmin G600Txi Avionics configuration (Modification PAC/XL/0784) and the Extended Range Wing (Modification PACXL/0448), plus different engine and propeller, extended nose landing gear, new elevator trim tab, and some minor associated changes.

Engine: Pratt & Whitney PT6A-140A (TC E-15)

Fuel: Jet A/A1 (See Approved Flight Manual for additional fuels)

Engine Limits:

Power Setting	Torque psi	Max ITT °C	Gas Gen RPM % Ng	Prop RPM % Np (RPM)	Oil Press psi	Oil Temp. °C	Shaft Horse-Power
Take-off {5}	40.0	870	103.7	1,900	90-130	10-99	775
Maximum Climb	40.0 {5}	805 {5}	103.7	1,900	90-130	0-99	775
	32.6	785	103.7	1,900	90-130	10-99	633
Maximum Continuous	32.6	785	103.7	1,900	90-130	10-99	633
Idle	-	700	55 (MIN)	/	40 (MIN)	-40-99	-
Starting	-	1,090 {2}	-	-	200 (MAX)	-40 (MIN)	-
Transient	55 {3}	905 {3}	106.8 {3}	2,090	40-200	0-99	-
Maximum Reverse	40.0	850	103.7	1,825	90-130	0-99	-

{1} All limits are based on sea level
{2} These values are limited to two (2) secs
{3} Time limited to 20 seconds
{4} Power (shp) = Torque (psi) x Propeller Np (rpm) / 97.99
{5}Time limited to 5 minutes

Propeller & Limits: Hartzell HC-E4N-3KA() / E10703S() (TC P10NE)
Diameter : 108 in max., 108 in min.
Feathered propeller angle: $80.7^{o} \pm 0.5^{o}$
Low Pitch Setting: $13.6° \pm 0.2^{o}$
Maximum reverse angle: $-12.8^{o} \pm 0.5^{o}$

Airspeed Limits:

V_{NE} Never exceed 170 kt IAS
V_{NO} Max. structural cruising 140 kt IAS

V_A,V_O Manoeuvering
7,500 lb. (3,402 kg) 131 kt IAS
6,500 lb. (2,948 kg) 122 kt IAS
5,500 lb. (2,495 kg) 112 kt IAS
4,500 lb. (2,041 kg) 101 kt IAS

V_{FE} Max Flap Extended
Flaps 20° 130 kt IAS
Flaps 30° 120 kt IAS

C.G. Range: (See Note 1)
Fwd Limit: 105.00 ins (2.667 m) aft of datum at 5.640 lb. (2,558 kg)
113.27 ins (2.877 m) aft of datum at 7,500 lb. (3,402 kg)

Aft Limit: 124.60 ins (3.165 m) aft of datum at all weights.

Straight line variation between points given.

Empty Weight C.G. Range: None.

Datum: Station 0.00 (100.21 ins forward of wing leading edge.)

Levelling means: Longitudinally : Two bolts on Fuselage upper longerons forward of LH main door.
Laterally: Top of inner wing main spar.

Maximum Weight: Take-off: 7,500 lb. (3,402 kg)
Landing: 7,125 lb. (3,232 kg)

Minimum Crew: One

Number of seats: Two at Station 66.5 ins (1.69m). (See Note 6)

Maximum Cargo: 1200 lb. (544 kg) between Stations 82.0 (2.08 m) and 115.0 (2.92 m)

1200 lb. (544 kg) between Stations 118.0 (3.0 m) and 166.0 (4.22 m)

800 lb. (363 kg) between Stations 166.0 (4.22 m) and 240.0 (6.10 m)

Fuel Capacity:

Tank	Total capacity	Unusable	Total Usable
Front Left Tank (includes collector tank)	183.4 litres, 323 lb. 48.4 U.S. gallons	3.4 litres, 6 lb. 0.9 U.S. gallons	180 litres, 317 lb. 47.6 U.S. gallons
Front Right Tank	182 litres, 320 lb. 48.1 U.S. gallons	2 litres, 3.5 lb. 0.5 U.S. gallons	180 litres, 317 lb. 47.6 U.S. gallons
Rear Left Tank	461.3 litres, 812 lb. 121.9 U.S. gallons	13.3 litres, 23.4 lb. 3.5 U.S. gallons	448 litres, 788 lb. 118.3 U.S. gallons
Rear Right Tank	461.3 litres, 812 lb. 121.9 U.S. gallons	13.3 litres, 23.4 lb. 3.5 U.S. gallons	448 litres, 788 lb. 118.3 U.S. gallons
Total	1288 litres, 2267 lb. 340.3 U.S. gallons	32 litres, 56 lb. 8.5 U.S. gallons	1256 litres, 2210 lb. 331.8 U.S. gallons

Oil Capacity: 2.30 US. Gallons (8.7 litres) at station 13.0 (0.33 m)

Maximum Operating Altitude: 20,000 ft.

Control Surface Movements: Elevator relative to tailplane: Up 30°±0.5°
Down 8.5° ±0.5°

Elevator tab relative to tailplane:	Up	10.5°±0.5°
	Down	31°+0°-0.5°
Rudder relative to fin:	Right	25°±0.5°
	Left	20°±0.5°
Rudder tab relative to rudder:	Right	13°±0.5°
	Left	13°±0.5°
Ailerons relative to wing:	Up	23°±0.5°
	Down	9.5°±0.5°
Aileron tab relative to aileron:	Up	15°±0.5°
	Down	20°±0.5°
Flaps relative to wing:	Up	0°±0.5°
	Take-off	20°+1-0.5°
	Landing	30°±0.5°

Serial Numbers Eligible: 501 and up (See Note 5)

Drawing List: Drawing No. 14-00001-1

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for airworthiness certification. (See Note 2, 3, 4)

The applicable CAA approved Flight Manual is required for all operations. Included within the Flight Manual is information in the form of supplements which cover installation of optional systems and equipment that are necessary for safe operation of the aircraft.

Build Standard	Flight Manual	Applicability Notes
14-00001-1	AIR 4000	PT6A-140A and associated modifications. (S/N 501 and up)

Certification Basis: New Zealand Civil Aviation Rules Part 21 Subpart B current on 01 December 2021 (amendment 9 dated 10 March 2017).

United States Federal Aviation Regulations:

– Part 23 effective 1 February 1965 as amended by amendment 23-1 through 23-55 dated 1 March 2002.

The certification basis is the same as the 750XL, including modifications PAC/XL/0448 (Extended Range Wing) and PAC/XL/0784 (G600TXi Avionics), with the following additions (See CAANZ Internal Decision memo dated 30 June 2023 for the derivation of the Certification Basis of the 750XL-II):

– FAR 23 paragraphs 23.905, 23.907 at Amendment 23-59;

– FAR 23 paragraph 23.181 at Amendment 23-62;

– FAR Part 34 dated September 10, 1990, including Amendments 34-1 through 34-5 dated 31 December 2012.

– FAR Part 36 effective 1 December 1969 as amended by Amendments 36-1 through 36-31 dated 3 November 2017.

The following requirements are not complied with but are compensated for by factors that provide an equivalent level of safety:

FAR 23.1505(c) – See CAANZ ELOS Decision memo dated 18 July 2003.

Application for certification dated 01 December 2021.

Data Applicable to the Model 750XL-II:

NOTE 1 Current weight and balance report, including list of equipment included in certified empty weight, must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter. Loading instructions are included in the applicable CAA approved Flight Manual.

NOTE 2 (a) Placards and instrument markings must be displayed in accordance with the applicable CAA approved Flight Manual including relevant supplements.

(b) Each aircraft must have a placard in clear view of the pilot that specifies the kind of operations such as VFR or IFR, DAY or NIGHT, to which the operation of the aircraft is limited by the equipment installed, and also that flight in known icing conditions is prohibited.

NOTE 3 Instructions for continuing airworthiness is contained in the Aircraft Maintenance Manual for the 750XL-II. Service Life limits of components are given in the Airworthiness Limitations Section of Chapter 04.

NOTE 4 The 750XL-II is eligible for IFR operations. See Approved Flight Manual for full details and limitations.

NOTE 5 750XL-II Aircraft serial numbers 501 and up were manufactured by NZSkydive Ltd T/A Pacific Aerospace under Aircraft Manufacturing organization certificate AM98516.

NOTE 6 Additional passenger seating is installed in accordance with the following optional modifications:

1. PAC/XL/0148 – Installation of Gippsland Passenger Seats
(Requires the prior installation of PAC/XL/0001 “Mk II floor”, and PAC/XL/0019 or PAC/XL/0079 “Cabin Ventilation”.)

Eight seats	Two at Station 106.46 ins (2.70 m) Two at Station 145.23 ins (3.69 m)

Two at Station 181.12 ins (4.60 m)
Two at Station 226.21 ins (5.74 m)

The seats at Station 181.12 (4.60m) may not be installed if the standard roller door is fitted.

2. PAC/XL/0193 – Installation of Aero Twin Passenger Seats
(Requires the prior installation of PAC/XL/0107 "Mk III floor", and PAC/XL/0019 or PAC/XL/0079 "Cabin Ventilation".)

Eight seats	Two at Station 104.34 ins (2.65 m)
	Two at Station 144.43 ins (3.67 m)
	Two at Station 178.32 ins (4.53 m)
	Two at Station 226.76 ins (5.76 m)

3. PAC/XL/0440 – Installation of Aero Twin Passenger Seats with Millenium crew seats. (Requires the prior installation of PAC/XL/0107 "Mk III floor", or PAC/XL/0609 and PAC/XL/0610 "Modular Floor", and PAC/XL/0019 or PAC/XL/0079 "Cabin Ventilation".)

Eight seats	Two at Station 105.34 ins (2.68 m)
	Two at Station 144.43 ins (3.67 m)
	Two at Station 178.32 ins (4.53 m)
	Two at Station 226.76 ins (5.76 m)

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