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**AIRWORTHINESS DIRECTIVE**

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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.

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**Pacific Aerospace 750XL Series Aeroplanes****AD/750XL/12****Wing Rear Spar****7/2007  
DM**

**Applicability:** Model PAC 750XL aircraft, serial numbers 101, 102, 104 through 128; except aircraft with modification PAC/XL/0273 incorporated.

**Requirement:** 1. Inspect the inboard end of the left and right rear spars for security of the blind rivets, which attach the fuselage attach fitting to the rear spar and inboard rib. Inspect the radii of the rear spar upper and lower flanges for cracking. Inspect from the attachment fitting to a point 8-inches (200 mm) outboard. Inspect the aft flange of the inboard rib for cracking.

If the aft flange of the inboard rib is cracked or the rivets show signs of working, repair in accordance with modification PAC/XL/0270.

If the rear spar is cracked, before further flight, replace the rear spar.

*Note 1: Modification PAC/XL/0270 is a repair scheme for damaged spars and inboard ribs, and may be used as an alternative means of compliance to the spar replacement of this Directive.*

2. On the left and right sides of the aircraft, remove the part number NAS1738E-6-6 blind rivets joining the rear spar part number 11-20031/32-1 and the aft end of the inboard rib, and replace with bolts or rivets as detailed in drawing No. 11-20035 and PACSB/XL/022.

*Note 2: Modification PAC/XL/0217, which may already be installed on some aircraft, addresses the installation of a packer on the rear wing pick-up using bolts instead of rivets, and is an alternative means of compliance to the Requirement 2 modification.*

*Note 3: NZ CAA AD DCA/750XL/9 refers.*

**Compliance:** 1. Within 50 hours time in service after 3 May 2007, unless already accomplished within the last 50 hours time in service. Inspect thereafter at intervals not to exceed 150 hours time in service until accomplishment of Requirement 2.

2. Within 300 hours time in service or 12 months after 3 May 2007, whichever occurs first.

**Pacific Aerospace 750XL Series Aeroplanes**

AD/750XL/12 (continued)

After accomplishment of Requirement 2, continue to inspect the left and right wing aft attachment area in accordance with the aircraft maintenance manual at intervals not to exceed 300 hours time in service or 12 months, whichever occurs first.

This Airworthiness Directive becomes effective on 3 May 2007.

Background: The NZ CAA requires certain actions in order to prevent damage to the rear spar due to working and failing rivets between the wing rear spar and inboard rib.



David Villiers  
Delegate of the Civil Aviation Safety Authority

1 May 2007