

## Airworthiness Directive

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### DCA/750XL/9      **Wing Rear Spar – Inspection and Modification**

**Applicability:** Model PAC 750XL aircraft, S/N 101, 102, 104 through to 128, except aircraft with modification PAC/XL/0273 embodied.

**Requirement:** To prevent damage to the rear spar due to working and failing rivets between the rear spar and the inboard rib, accomplish the following instructions in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/022 and PAC Drawing No. 11-20035:

#### **1. Inspection**

On both left and right sides of the aircraft, inspect the inboard end of the rear spar 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" 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 per modification PAC/XL/0270.

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

**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 requirement of this AD.

#### **2. Modification**

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

**Note 2:** Modification PAC/XL/0217 addresses the installation of a packer on the rear wing pickup, using bolts instead of rivets, and is an alternative means of compliance to the modification in requirement 2 of this AD. Modification PAC/XL/0217 may already be installed on some aircraft.

**Compliance:**

1. Inspect within the next 50 hours TIS, unless already accomplished within the last 50 hours TIS and thereafter at intervals not to exceed 150 hours until the rivets have been replaced by bolts in accordance with requirement 2 of this AD.
2. Modify within 300 hours TIS, or 12 months, whichever occurs sooner.

**Note 3:** Once the modification per requirement 2 of this AD has been accomplished, operators should continue to inspect the main wing aft attachment area in accordance with the aircraft maintenance manual at intervals not to exceed 300 hours TIS or 12 months, whichever occurs sooner.

**Effective Date:** 29 March 2007