

---

## AIRWORTHINESS DIRECTIVE

---

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/750XL/7 and issues the following 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/7**  
**Amdt 1**

**MTOW Restriction**

**2/2006**  
**DM**

Applicability: Model 750XL aircraft, all serial numbers.

Requirement: 1. To preserve certified margins of safety against structural failure, it is necessary to restrict the Maximum Certified Takeoff Weight to 7,125 lbs. Accomplish this requirement by:

- a. Inserting a copy of this Directive into the Flight manual opposite page 2-7.
- b. Installing the following placard in the cockpit in clear view of the pilot:

MAXIMUM TAKE-OFF WEIGHT = 7125 LBS

The above requirement may be accomplished by the holder of a pilots licence.

2. Incorporate the replacement of specified rivets with bolts in the wing in accordance with Pacific Aerospace Service Bulletin PAC/SB/018. This action restores the original Maximum Certified Takeoff Weight of 7,500 lbs, and the placard and flight manual insertion can be removed. Incorporation of this modification is terminating action for Requirement 1 of this Directive.

*Note: NZ CAA AD DCA/750XL/7A refers.*

Compliance: 1. Before further flight after 23 December 2005.

2. Within 100 hours time in service after 6 January 2006 or before 31 May 2006, whichever occurs first.

The compliance time for Requirement 1 remains unchanged by this issue of the Directive.

This Amendment becomes effective on 6 January 2006.

Background: This Directive was prompted by the failure of a production 750XL wing during a structural test, which indicated the wing strength is less than previously calculated. Initial investigation by the manufacturer suggests the failure was due to certain rivets not meeting design specification. This Directive was issued because this condition may exist in other aircraft of the same design.

**Pacific Aerospace 750XL Series Aeroplanes**

AD/750XL/7 Amdt 1 (continued)

Amendment 1 is issued in response to a revision of the related NZ CAA AD, which requires modification action as a consequence of the manufacturer re-testing the wing and demonstrating that the original calculated strength has been restored with the replacement of certain rivets with bolts.



David Punshon

Delegate of the Civil Aviation Safety Authority

5 January 2006