



Airworthiness Directive

AD No.: 2016-0037

Issued: 26 February 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12 aeroplanes

Effective Date: 11 March 2016

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Wing-To-Fuselage Attachment Torlon Plates – Inspection

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-12, PC-12/45, PC-12/47 and PC-12/47E aeroplanes, all manufacturer serial numbers, delivered before 01 January 2015 (see Note 1 of this AD).

Note 1: For the purpose of this AD, the date of delivery is the issue date of the EASA Form 52.

Reason:

Incorrect installations of torlon plates in the forward lower wing-to-fuselage attachment were reported on aeroplanes in service. Investigation determined that wrong torlon plate installation instructions were published in June 2007 in Revision (Rev.) 18 to 27 of the Aircraft Maintenance Manual (AMM) 02049, Data Module (DM) 12-A-57-00-00A-520A-A and DM 12-A-57-00-00A-720A-A, for the PC-12, PC-12/45 and PC-12/47 aeroplanes, and in the initial issue to Rev. 10 of AMM 02300, in DM 12-B-57-00-00A-520A-A and DM 12-B-57-00-00A-720A-A, for PC-12/47E aeroplanes.

This condition, if not corrected, could lead to additional loads at the wing-to-fuselage interface, which detrimentally affects the fatigue life of the structural joint.



To address this potential unsafe condition, Pilatus issued Service Bulletin (SB) No. 57-007 to provide inspection instructions to verify the correct installation of torlon plates in the wing-to-fuselage attachments, and the rectification instructions for incorrect installed torlon plates.

For the reason described above, this AD requires a one-time inspection of the forward lower wing-to-fuselage attachments, both left hand (LH) and right hand (RH) sides and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Within 12 months after the effective date of this AD, accomplish the actions as required by paragraphs (1), (2) and (3) of this AD.

- (1) Determine whether a wing was removed and reinstalled, or replaced, between June 2007 and the effective date of this AD.
- (2) If, during the determination, as required by paragraph (1) of this AD, it is found that a wing was removed and reinstalled, or replaced, between June 2007 and the effective date of this AD, inspect the torlon plates in the forward lower wing-to-fuselage attachments (both LH and RH sides) in accordance with the instructions of paragraph 3. B. of Pilatus SB No. 57-007.
- (3) If, during the inspection, as required by paragraph (2) of this AD, an incorrect installation of torlon plates is found, remove the affected torlon plates, inspect the torlon plates and the affected lugs, and reinstall the torlon plates in the correct sequence, in accordance with the instructions of paragraph 3. C. of Pilatus SB No. 57-007.
- (4) If, during the inspection of the torlon plates and lugs, as required by paragraph (3) of this AD, any damage is found, before next flight, contact Pilatus Aircraft Ltd. for approved repair instructions and accomplish those instructions accordingly.
- (5) From the effective date of this AD, it is allowed to install or re-install a wing on an aeroplane, provided that, concurrently with wing installation, the torlon plates of the forward lower wing-to-fuselage attachment (both LH and RH sides) of that aeroplane pass an inspection in accordance with the instructions of paragraph 3. B. of Pilatus SB No. 57-007. Installing a wing on an aeroplane in accordance with the instructions of Pilatus AMM 02049, Rev. 28 or later, or AMM 02300, Rev. 11 or later, is an acceptable alternative method to comply with this inspection requirement.

Ref. Publications:

Pilatus Aircraft Ltd. SB No. 57-007 original issue, dated 29 September 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 January 2016 as PAD 16-010 for consultation until 24 February 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:

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