



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-010

Issued: 27 January 2016

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12 aeroplanes

Effective Date: [standard: 14 days after AD issue date]

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 manufacturers serial numbers, delivered before 01 January 2015 (see Notes 1 and 2 of this AD).

Note 1: The applicability of this AD is limited to aeroplanes delivered before the issue date of Pilatus Aircraft Maintenance Manual (AMM) 02049, Revision (Rev.) 28, and AMM 02300, Rev. 11. In defining the applicability, it is assumed that any wing installation on these aeroplanes was accomplished in accordance with the AMM revision applicable on the date of aeroplane delivery, or later revision, in accordance with Commission Regulation (EU) No 1321/2014. If in doubt about possible wing installation in accordance with the instructions of Pilatus AMM 02049, Rev. 18 to 27 inclusive, or AMM 02300, original issue to Rev. 10 inclusive, as applicable, on an aeroplane delivered from 01 January 2015, that aeroplane shall be considered affected by the requirement of this AD.



Note 2: 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 Rev. 18 to 27 of the 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 installed 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 installed on an aeroplane 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 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. This Proposed AD will be closed for consultation on 24 February 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact:

Pilatus Aircraft Ltd
Customer Support PC-12
CH-6371 Stans, Switzerland
Telephone: +41 41 619 33 33
Fax: +41 41 619 73 11
E-mail: SupportPC12@pilatus-aircraft.com
Website: www.pilatus-aircraft.com

