



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-126R1**

**Issued: 14 September 2018**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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-6 aeroplanes

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

**TCDS Number(s):** Switzerland No. F 56-10

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 27 – Flight Controls – Rudder Shaft Assembly Rivet Configuration – Inspection

**Manufacturer(s):**

Pilatus Aircraft Ltd; and Fairchild Republic Company, formerly Fairchild Industries, Fairchild Heli Porter and Fairchild-Hiller Corporation.

**Applicability:**

PC-6 aeroplanes, all models, all manufacturer serial numbers.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The SB:** Pilatus Aircraft Ltd Service Bulletin (SB) No. 27-006.

**Affected part:** Rudder shaft assemblies, having Part Number (P/N) 116.35.06.030 or P/N 6232.0057.00.

**Serviceable part:** An affected part that is new, or, before installation, has passed an inspection (no defects found) in accordance with the instructions of paragraph 3.B of the SB, or has been corrected using approved repair instructions provided by Pilatus Aircraft Ltd.



**Reason:**

During a recent check flight with a PC-6, the pilot experienced loss of rudder control. The consequent precautionary landing resulted in a runway excursion and damage to the aeroplane, but without serious injuries to the occupants. The post-event inspection of the affected rudder shaft assembly found an incorrect rivet configuration. Subsequent investigation results identified that the tapered pins had been replaced with an insufficient quantity of rivets of unknown origin, which effectively constituted a modification that does not conform to any of the three different Pilatus-approved configurations. Prompted by this event, a further five aeroplanes were inspected and various non-standard rivet configurations were found in the same area. It cannot be excluded that more PC-6 aeroplanes have had a similar modification applied.

This condition, if not detected and corrected, could lead to failure or loss of rivets, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Pilatus Aircraft Ltd issued the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the affected part to determine the rivet configuration and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires inspection of, and, depending on findings, corrective action(s) on, affected parts held as spare, prior to installation.

This PAD is revised to: (1) add an affected P/N; (2) add the definition of serviceable part; and (3) introduce a requirement to inspect/correct affected parts, prior to installation.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) During the next scheduled 100 flight hours maintenance or annual inspection, or within 12 months after the effective date of this AD, whichever occurs first, inspect the affected part in accordance with the instructions of paragraph 3.B of the SB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, the affected part is found to have an incorrect rivet configuration, before next flight, contact Pilatus Aircraft Ltd for approved repair instructions and accomplish those instructions accordingly.

**Parts Installation:**

- (3) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

Pilatus Aircraft Ltd SB No. 27-006 original issue dated 02 July 2018.

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



**Remarks:**

1. This Proposed AD will be closed for consultation on 09 October 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: Pilatus Aircraft Ltd, Customer Support Manager, CH-6371 Stans, Switzerland  
Telephone: +41 41 619 33 33, Fax: +41 41 619 73 11  
E-mail: [SupportPC12@pilatus-aircraft.com](mailto:SupportPC12@pilatus-aircraft.com), Website: [www.pilatus-aircraft.com](http://www.pilatus-aircraft.com).

