

## Airworthiness Directive

**AD No.:** 2021-0214

**Issued:** 17 September 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 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.

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 (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

PILATUS AIRCRAFT Ltd

**Type/Model designation(s):**

PC-12 aeroplanes

**Effective Date:** 01 October 2021

**TCDS Number(s):** EASA.A.089

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2021-0005 dated 07 January 2021, including its Correction dated 14 January 2021.

### ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

**Manufacturer(s):**

Pilatus Aircraft Ltd

**Applicability:**

PC-12, PC-12/45, PC-12/47 and PC-12/47E aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The applicable ALS:** Pilatus PC-12 Aircraft Maintenance Manual (AMM) Chapter 04-00-00, Document Number 02049 Issue 01 Revision 41, Document Number 02300 Issue 01 Revision 25 and Document Number 02436 Issue 01 Revision 03, as applicable to aeroplane model.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected PC-12 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks and limitations:** This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS since the previous ALS Revision that is currently incorporated in the AMP.

**Reason:**

The airworthiness limitations and certification maintenance instructions for Pilatus PC-12 aeroplanes, which are approved by EASA, are currently defined and published in Pilatus PC-12 AMM Chapter 04-00-00. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2021-0005, requiring the actions described in the Pilatus PC-12 AMM Chapter 04-00-00, Document Number 02049 Issue 01 Revision 40, Document Number 02300 Issue 01 Revision 24 and Document Number 02436 Issue 01 Revision 02.

Since that AD was issued, Pilatus published the applicable ALS, as defined in this AD, which contains new and/or more restrictive tasks and limitations, as specified in the Component Limitations section, to introduce a new life limit for the rudder bellcrank. Due to the introduction of this life limit, the repetitive eddy current inspections are no longer required and deleted from the Supplemental Structural Inspection section.

For the reason described above, this AD retains the requirements of EASA AD 2021-0005, which is superseded, and requires accomplishment of the actions as specified in the applicable ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

(1) From the effective date of this AD, accomplish the following actions, as specified in the applicable ALS (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration:

(1.1) Replace each component before exceeding the applicable life limit, and

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks. Where rudder bellcranks have reached or exceeded the threshold, the specified allowed additional replacement time for these parts can be counted from the effective date of this AD.

**Corrective Action(s):**

(2) In case of finding discrepancies (as defined in the applicable ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the applicable ALS, accomplish the applicable corrective action(s) in accordance with the applicable Pilatus maintenance documentation. If no compliance time is identified in the applicable ALS,



accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the applicable ALS, before next flight, contact Pilatus for approved instructions and accomplish those instructions accordingly.

#### AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the applicable ALS, as applicable to aeroplane model and depending on aeroplane configuration.

#### Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous revision of the applicable ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

#### Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

#### Ref. Publications:

Pilatus PC-12, PC-12/45 and PC-12/47 AMM Chapter 04-00-00 (DMC-12-A-04-00-00-00A-000A-A issue 15), Document Number 02049 Issue 01 Revision 41 dated 05 July 2021.

Pilatus PC-12/47E AMM Chapter 04-00-00 (DMC-12-B-04-00-00-00A-000A-A issue 17), Document Number 02300 Issue 01 Revision 25 dated 08 July 2021.

Pilatus PC-12/47E AMM Chapter 04-00-00 (DMC-12-C-04-00-00-00A-000A-A issue 2), Document Number 02436 Issue 01 Revision 03 dated 08 July 2021.

The use of later approved revisions of the above-mentioned documents 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 19 August 2021 as PAD 21-125 for consultation until 16 September 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, 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](mailto:SupportPC12@pilatus-aircraft.com), Website: [www.pilatus-aircraft.com](http://www.pilatus-aircraft.com).

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