


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007- 0114</p> <p>Date: 02 May 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : PILATUS AIRCRAFT Ltd.</p>	<p>Type/Model designation(s) : PC-6</p>	
<p>TCDS Number: FOCA Switzerland F 56-10</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: Not applicable</p>		
<p>ATA 57</p>	<p>Wing - Upper wing strut fitting - Inspection/Replacement</p>	
<p>Manufacturer(s):</p>	<p>Pilatus Aircraft Ltd and Fairchild Republic Company (formerly known as Fairchild Industries, Fairchild Heli Porter and Fairchild-Hiller Corporation).</p>	
<p>Applicability:</p>	<p>All Model PC-6 Series aircraft, from Manufacturer Serial Number (MSN) 101 thru MSN 951 inclusive and all Model PC-6 Series aircraft, manufactured by Fairchild, from MSN 2001 thru MSN 2092 inclusive.</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is prompted due to the discovery of cracks in the upper wing strut fittings of some PC-6 aircraft.</p> <p>It is possible that the spherical bearing of the wing strut fittings installed in the underwing can be loose in the fitting or cannot rotate because of corrosion. In this condition, the joint cannot function as designed and fatigue cracks may then develop. Undetected cracks in this area could lead to failure of the upper attachment fitting. This could result in the failure of the wing structure with subsequent loss of control of the airplane.</p> <p>In order to correct and monitor this situation, the present AD mandates a one time inspection of the wing strut fittings and replacement of damaged wing strut fittings with new ones. This AD also requires examination of the spherical bearings installed in the wing strut fittings and their replacement for bearings that do not pass the examination</p>	

	criteria.
Effective Date:	16 May 2007
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD, unless previously accomplished.</p> <p><u>For MSN 2001 thru MSN 2092 inclusive</u></p> <p>- within the next 100 Flight Hours (FH) or 3 calendar months, whichever occurs first, after the effective date of this AD:</p> <p><u>For MSN 101 thru MSN 951 inclusive</u></p> <p>- <u>for wing strut fittings that have equalled or exceeded 3500 FH total time or have been installed for more than 7 years</u>, within the next 100 FH or 3 calendar months, whichever occurs first, after the effective date of this AD:</p> <p>or</p> <p>- <u>for wing strut fittings with less than 3500 FH total time or installed for less than 7 years</u>, within the next 1000 FH or 2 years, whichever occurs first, after the effective date of this AD, without exceeding 3600 FH total time or 7 years total time, whichever comes first:</p> <ol style="list-style-type: none"> 1. Perform a Non Destructive Inspection of the upper wing strut fittings for cracks according to instructions of paragraph (§) 3. B. of PILATUS PC-6 Service Bulletin No. 57-004. If any crack is found, prior to further flight, replace the wing strut fittings with new ones Part Number (P/N) 111.35.06.185 (LH) or P/N 111.35.06.186 (RH) in accordance with § 4 A. of PILATUS PC-6 Service Bulletin No. 57-004. 2. Examine for conformity the spherical bearings according to instructions of § 3. B. (3) of PILATUS PC-6 Service Bulletin No. 57-004. If any spherical bearing is found not in conformity, prior to further flight, replace the spherical bearing with a new one P/N 944.61.00.109 as instructed in § 3. C and 3. D. of PILATUS PC-6 Service Bulletin No. 57-004. 3. Report to PILATUS AIRCRAFT LTD. Customer Liaison Manager results of the inspection/examination using Table 1 of Service Bulletin No. 57-004. <p>Note 1: If the Time In Service of the upper wing strut fittings cannot be positively determined by a review in the airplane maintenance records, by default it shall be considered that upper wing strut fittings are installed from the date of the original Certificate of Airworthiness.</p> <p>Note 2: As an alternative, replacement of the upper wing strut fittings with new ones P/N 111.35.06.185 (LH) or 111.35.06.186 (RH), is considered as acceptable to comply with the requirements of this AD.</p> <p>Note 3:</p> <p>Subsequent inspections for cracks will be introduced in the next revision of the Chapter 5 in the Aircraft Maintenance Manual (AMM).</p>

Ref. Publications:	PILATUS PC-6 Service Bulletin No. 57-004, initial issue or later approved revision
Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.2. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .4. For any question concerning the technical content of the requirements in this AD and for the report of the inspection/examination results, please contact: PILATUS AIRCRAFT LTD., Customer Liaison Manager, CH-6371 STANS, Switzerland Tel.: +41 (0)41 619 65 80 Fax: +41 (0)41 619 65 76 E-mail: fodermatt@pilatus-aircraft.com