


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No: 2013-0057</p> <p>Date: 11 March 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Change Approval Holder's Name : ICARIUS AEROTECHNICS	Modification(s): PT6A-34 engine installation
Approval Number:	DGAC France Supplemental Type Certificate (STC) n°IM23-SF-0127
Foreign AD:	Not applicable
Supersedure:	None
ATA 71	Powerplant – Air inlet Screen – Inspection / Replacement
Manufacturer:	Pilatus Aircraft Ltd (for the STC-modified aeroplanes)
Applicability:	PC-6 B2/H2 and B2/H4 aeroplanes, all serial numbers, if modified in accordance with DGAC France STC IM23-SF-0127.
Reason:	<p>The instructions provided by Icarus Aerotechnics to install a PT6A-34 engine on a PC6 aeroplane specify that the engine is to be modified into a similar configuration as the removed PT6A-27 engine, as originally installed by Pilatus Aircraft Ltd, i.e. Build Specification 877 (for four-blade propeller) or Build Specification 624 (for three-blade propeller).</p> <p>One operator of an STC-modified PC-6 aeroplane reported foreign object damage (FOD) in the compressor and on the turbine blades of their recently installed PT6A-34 engine. Investigation results revealed that in this case, the engine was inadvertently equipped with a narrow, coarse-mesh air inlet screen.</p> <p>This condition, if not detected and corrected, could lead to further cases of FOD in the engine compressor and turbine blades, possibly resulting in engine in flight shut down and forced landing, with consequent damage to the aeroplane and/or injury to occupants.</p> <p>For the reasons described above, this AD requires a one-time inspection to identify the engine air inlet screen and, depending on findings, the implementation of a flight manual (FM) change, installation of a placard and repetitive engine inspections. This AD also requires modification of the engine installation to install a wide fine mesh air inlet screen, Part Number (P/N) 3009499, which constitutes terminating action for the repetitive engine inspections.</p>

Effective Date:	25 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, inspect the engine air inlet screen in accordance with the instructions of Icarius Aerotechnics Service Bulletin (SB) n°1001. <p>Note : For PC-6 B2/H2 aeroplanes, the action required by paragraph (1) of this AD may be accomplished by the pilot owner in accordance with EC 2042/2003 Part M.A.803(b).</p> <ol style="list-style-type: none"> (2) If, during the inspection as required by paragraph (1) of this AD, a narrow coarse air inlet screen is found installed, before next flight, insert the temporary FM revision as defined in Annex 2 of Icarius Aerotechnics SB n°1001 and install the placard in the full view of the pilot in accordance with the instructions of Icarius Aerotechnics SB n°1001. (3) Concurrent with the actions as required by paragraph (2) of this AD, and, thereafter, after each use of the thrust reversion, visually inspect the engine compressor in accordance with the instructions of Pratt & Whitney Engine Maintenance Manual No.3021242 chapter 72-30-05 §5 and, depending on findings, accomplish all applicable corrective actions before next flight. (4) Within 110 FH or 90 days, whichever occurs first after the inspection as required by paragraph (1) of this AD, modify the engine installation by installing a wide fine mesh air inlet screen P/N 3009499 in accordance with the instructions of Icarius Aerotechnics SB n°1001. (5) After modification of an aeroplane as required by paragraph (4) of this AD, the temporary flight manual revision and placard as required by paragraph (2) of this AD may be removed from the aeroplane. (6) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive engine inspections required by paragraph (3) of this AD. (7) From the effective date of this AD, do not install any narrow coarse mesh air inlet screen on PC-6 B2/H2 and B2/H4 aeroplanes modified in accordance with DGAC France STC IM23-SF-0127.
Ref. Publications:	<p>Icarius Aerotechnics SB n°1001 R0 dated 10 January 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: ICARIUS AEROTECHNICS – Aéroport - 05130 TALLARD – FRANCE Telephone : +33 (4) 92 54 16 23; Fax : +33 (4) 92 54 16 22 E-mail: maintenance@icarius.fr.