



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2020-001
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	22 January 2020	Pilatus – P3 FOCA TC/TCDS No: None

**Superseded by
FOGA AD
HB-2020-006**

Issue Date: 08 January 2020

ATA Chapter: ATA 53 – Fuselage

Subject: **Fuselage – Fuselage to Horizontal Tail Fittings – Identification, Repetitive Inspections**

Supersedure / Revised AD(s): None

Type Certificate Holder's Name: None

Manufacturer(s): Pilatus Flugzeugwerke AG

Applicability: Model P3-03 and P3-05 aircraft, all Serial Numbers (S/N).

Reason: This Airworthiness Directive (AD) is prompted due to a report of a damaged fuselage to horizontal tail fitting. It's assumed that the signs of damage of the fuselage to horizontal tail fitting was occurred during maintenance work by using a centre punch tool.

Such a condition, if left uncorrected, could lead to stress corrosion cracking on the affected fuselage to horizontal tail fittings and will prejudice the structural integrity of the aircraft.

In order to correct and control the situation, this AD requires the identification of the fuselage to horizontal tail fittings for signs of damage caused by the use of a centre punch tool. If damaged fuselage to horizontal tail fittings are found, initial and repetitive eddy current inspections are required for fuselage to horizontal tail fittings with signs of damage.

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

Required as indicated below, unless already accomplished:

Within the next 100 Flight Hours (FH) or at the next annual inspection, whichever occurs first after the effective date of this AD, remove the horizontal stabilizer from the fuselage in accordance with Technisches Reglement der Fliegertruppe 56.199d for Pilatus P3-03/05 aircraft, Band 10, chapter 13.12, section 5:

- (1) Perform a visual inspection for damage caused by using a centre punch tool. No signs of damage caused by using a centre punch tool are permitted.
- (2) If during the inspection required by paragraph (1) of this AD any fuselage to horizontal tail fittings with no signs of damage caused by using a centre punch tool are found, no further action is necessary.

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- (3) If during the inspection required by paragraph (1) of this AD any fuselage to horizontal tail fittings with signs of damage caused by using a centre punch tool are found, before next flight, perform an eddy current inspection of the fuselage to horizontal tail fittings for cracks.
- (4) If during the eddy current inspection required by paragraph (3) of this AD any fuselage to horizontal tail fittings with cracks are found, replace the fitting in accordance with an approved repair solution.
- (5) If during the eddy current inspection required by paragraph (3) of this AD any fuselage to horizontal tail fittings with no cracks are found, within the next 200 FH repeat the eddy current inspection for signs of cracks.

Ref. Publication(s): Technisches Reglement der Fliegertruppe 56.199d
for Pilatus P3-03/05 aircraft, Band 10, chapter 13.12, section 5

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

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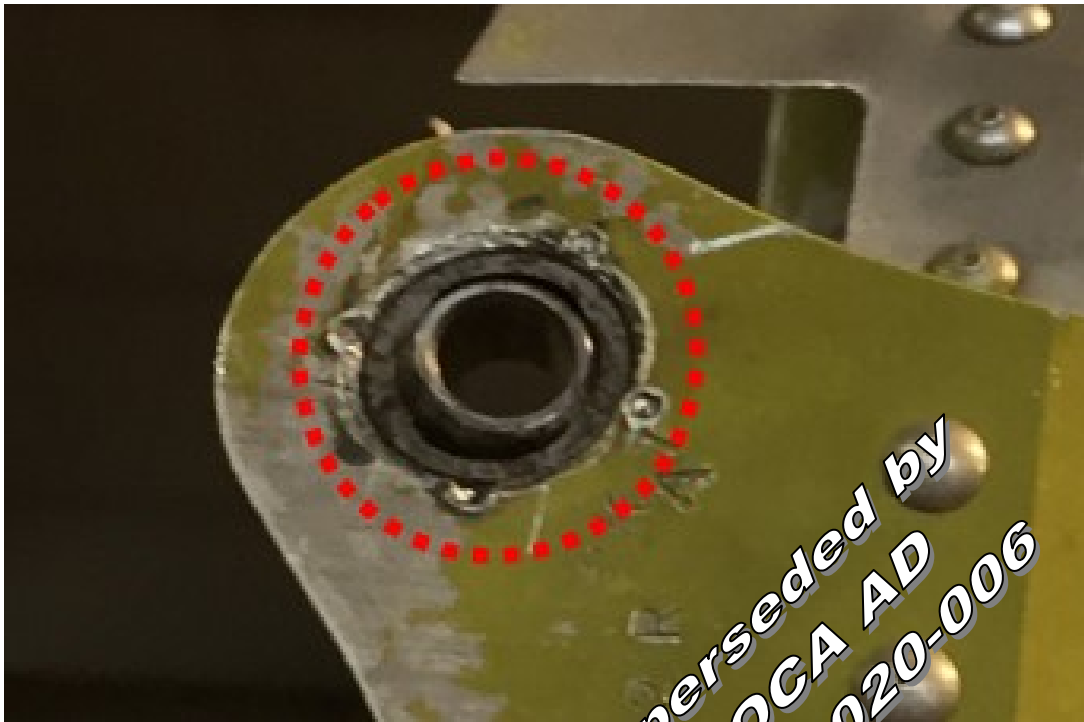
Appendix 1

Fuselage to horizontal tail fitting: original manufactured by Pilatus Flugzeugwerke AG



**Superseded by
FOGA AD
HB-2020-006**

Fuselage to horizontal tail fitting: damage caused by using a centre punch tool during maintenance



Fuselage to horizontal tail fitting

