



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD <b>HB-2020-006</b>
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	<b>04 August 2020</b>	<b>Pilatus – P3</b> FOCA TC/TCDS No: None

**Issue Date:** 21 July 2020

**ATA Chapter:** ATA 53 – Fuselage

**Subject:** **Fuselage – Fuselage to Horizontal Tail Fittings – Inspection, Replacement**

**Supersedure / Revised AD(s):** This AD supersedes FOCA AD HB-2020-001 dated 08 January 2020.

**Type Certificate Holder's Name:** None

**Manufacturer(s):** Pilatus Flugzeugwerke AG

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

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

**Affected part:**

Fuselage to horizontal tail fittings with signs of damage caused by the use of a centre punch tool.

**Serviceable part:**

Fuselage to horizontal tail fittings with no signs of damage.

**Groups:**

Group 1 aircraft are those that have an affected part installed. Group 2 aircraft are those that do not have an affected part installed.

**Reason:** A case was reported where, during an overhaul of a Pilatus P3 aeroplane, a damaged fuselage to horizontal tail fitting was found. 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 aeroplane.

To address this potential unsafe condition, FOCA issued AD HB-2020-001 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 were required for parts with signs of damage.

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Since that AD was issued, FOCA received feedbacks after several Pilatus P3 aeroplanes were inspected. The evaluations of the feedbacks revealed that aeroplanes were found with no damages or if damages was found, the necessary corrective action may differ significantly to each damaged aeroplane.

Therefore the repetitive inspection requirement if no crack on the affected part was found was removed in this new AD.

If damage of the fuselage to horizontal tail fitting was found the damaged parts must be replaced or repaired with an approved procedure.

For the reason described above, this AD partially retains the requirements of FOCA AD HB-2020-001, which is superseded, and requires replacing affected parts with serviceable parts. Alternatively a repair according an approved repair solution is also acceptable to comply with this AD.

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

Required as indicated below, unless already accomplished:

Within 100 Flight Hours (FH) or at the next annual inspection after 22 January 2020 (the effective date of FOCA AD HB-2020-001), whichever occurs first, remove the horizontal stabilizer from the fuselage in accordance with Technisches Reglement der Fliegertruppe 56.199d for Pilatus P3-03/05 aeroplanes, Band 10, chapter 13.12, section 5:

**Inspection:**

- (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.

**Note 1:**

If the required actions under paragraph (1) and (2) of this AD were already performed under FOCA AD HB-2020-001 and no affected parts are found, no further action is necessary under this new AD.

**New corrective actions if affected parts are found:**

If affected parts are found during the inspection of paragraph (1) and (2) either by the execution of FOCA AD HB-2020-001 or this new AD, accomplish the following corrective actions:

**Corrective Action(s):**

- (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, replace the fitting with a serviceable part or repair the fitting in accordance with an approved repair solution.

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**Parts installation:**

- (4) Do not install an affected part on any aeroplane, as required by paragraph (4.1) or (4.2) of this AD, as applicable
- (4.1) For Group 1 aeroplanes: After the replacement or repair of each affected part as required by paragraph (3) of this AD.
- (4.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publication(s):**

Technisches Reglement der Fliegertruppe 56.199d  
for Pilatus P3-03/05 aeroplanes, 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.

**For further information contact:**

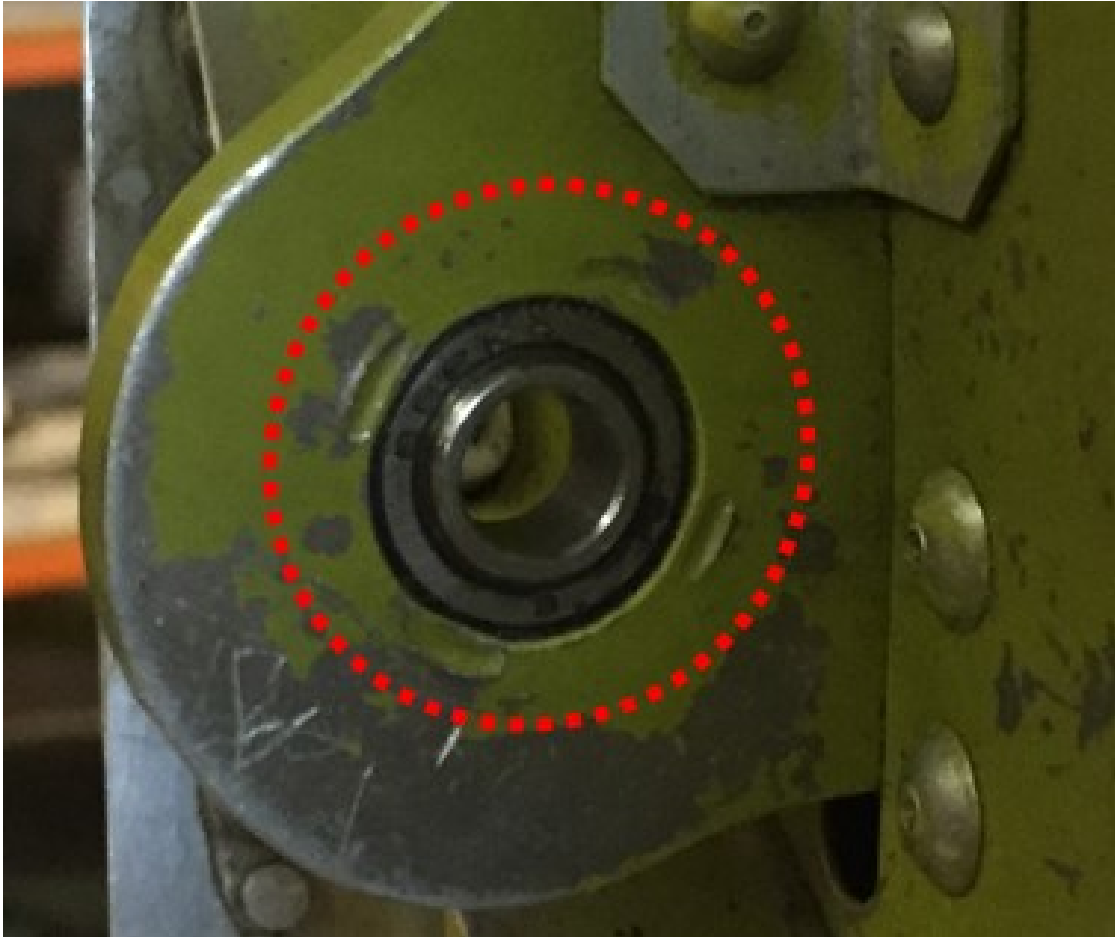
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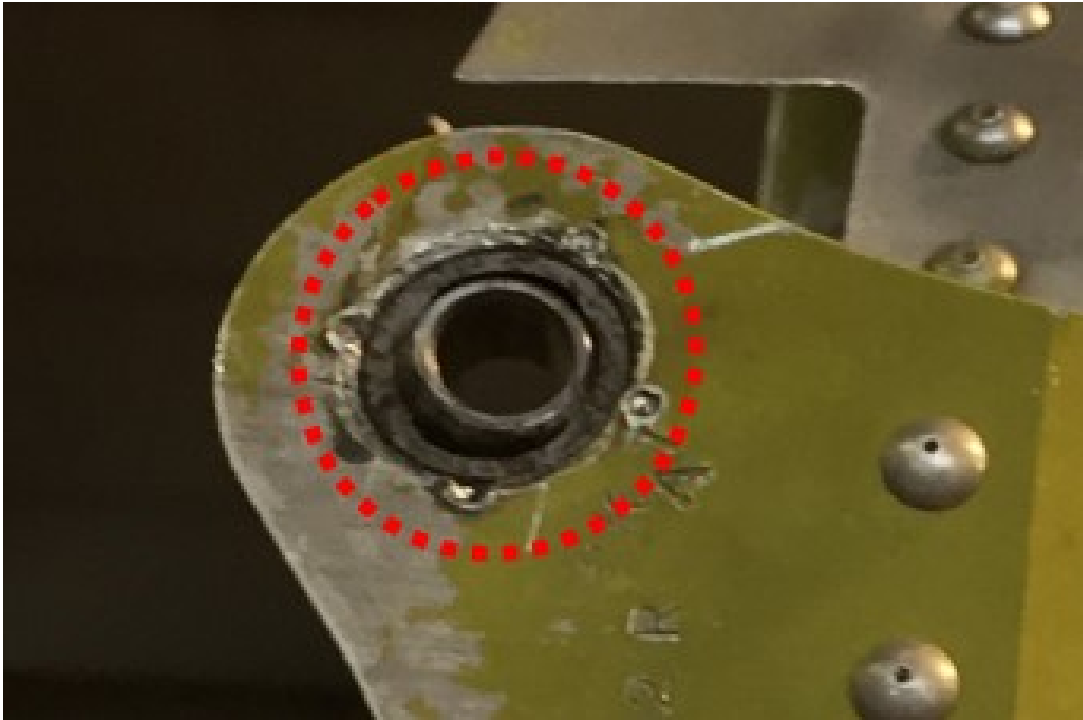
E-mail: [airdir@bazl.admin.ch](mailto:airdir@bazl.admin.ch)

## Appendix 1

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



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



Fuselage to horizontal tail fitting

