



Airworthiness Directive

AD No.: 2016-0083

Issued: 28 April 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12 aeroplanes

Effective Date: 12 May 2016

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0170 dated 17 July 2014.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitation Section – Amendment / Implementation

Manufacturer(s):

Pilatus Aircraft Ltd.

Applicability:

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

Reason:

The airworthiness limitations are currently defined and published in the Pilatus PC-12 Aircraft Maintenance Manual(s) (AMM) under Chapter 4, Structural, Component and Miscellaneous – Airworthiness Limitations Section (ALS) documents. The limitations contained in these documents have been identified as mandatory for continued airworthiness.

Failure to comply with these instructions could result in an unsafe condition.

EASA issued AD 2014-0170 requiring the actions as specified in ALS, Chapter 4 of AMM report 02049 issue 28, for PC-12, PC-12/45 and PC-12/47 aeroplanes, and Chapter 4 of AMM report 02300 issue 11, for PC-12/47E aeroplanes.

Since that AD was issued, Pilatus issued Chapter 4 of PC-12 AMM report 02049 issue 31, and Chapter 4 of PC-12 AMM report 02300 issue 14 (hereafter collectively referred to as 'the applicable



ALS' in this AD), to incorporate new six-year and ten-year inspection intervals for several main landing gear (MLG) attachment bolts, and an annual inspection interval for the MLG shock absorber attachment bolts, which was previously included in the AMM Chapter 5 annual inspection. After a further review of the in-service data, Pilatus issued Service Letter (SL) 186, extending the special compliance time applicable for the MLG bolts inspection.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0170, which is superseded, and requires the accomplishment of the new maintenance tasks, as described in the applicable ALS.

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

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, accomplish the actions as specified in the applicable ALS, as required by paragraph (1.1) and (1.2) of this AD.

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

(1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals include "special" compliance times for certain tasks as defined in the applicable ALS, and the "special" compliance time for the inspection of MLG bolts, as defined in SL 186.

- (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 ALS accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective actions 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.
- (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in the applicable ALS.
- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in Pilatus PC-12 Chapter 4 of AMM report 02049 issue 28, or Chapter 4 of AMM report 02300 issue 11, as applicable, that action ensures (see Note 2 of this AD) 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 more restrictive tasks and limitations, as defined in, and within the compliance times (see Note 1 of this AD) as specified in the applicable ALS, to comply with paragraph (1) of this AD.



For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations, as defined in the applicable ALS, into the new AMP to comply with paragraph (3) of this AD.

- (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 (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraph (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 tasks is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Pilatus PC-12, PC-12/45, PC-12/47 and PC-12/47E aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) No. [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Pilatus PC-12 AMM report 02049, issue 31 dated 16 November 2015.

Pilatus PC-12 AMM report 02300, issue 14 dated 06 November 2015.

Pilatus Service Letter 186, dated 27 April 2016.

The use of later approved revisions of these 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 09 March 2016 as PAD 16-035 for consultation until 06 April 2016. 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.
4. 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
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