



Airworthiness Directive

AD No.: 2019-0231

Issued: 13 September 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12/47E aeroplanes

Effective Date: 27 September 2019

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flap Drive System / Flap Fairings and Front Inboard Tension Rods – Inspection / Modification / Replacement

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-12/47E aeroplanes, manufacturer serial numbers (MSN) 1576 and higher.

Definitions:

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

The SB: Pilatus Aircraft PC-12 Service Bulletin (SB) 27-026.

Affected part: Inboard flap fairings aft (IFFA), left-hand (LH), having Part Number (P/N) 557.52.12.223, and right-hand (RH), having P/N 557.52.12.224, except those which have the SB embodied, and associated LH or RH front inboard tension rods, having P/N 527.52.12.135.

Serviceable part: An affected part which has passed an inspection in accordance with the instructions of section 3.B. of the SB (correct shape determined), and associated LH and RH front inboard tension rods, having P/N 527.52.12.135, provided these are new (not previously installed), or have passed an inspection (no chafing found) in accordance with the instructions of section 3.C. of the SB.



Groups: Group 1 aeroplanes are MSN 1819 to 1843 inclusive and MSN 1845 to 1854 inclusive, which may have an affected part installed. Group 2 aeroplanes are those having MSN 1576 and higher that do not have an affected part installed.

Reason:

On the final assembly line of PC-12/47E aeroplanes, IFFAs were detected having an incorrect shape. As a consequence, chafing between the IFFA and the associated front inboard tension rod could occur, may cause corrosion of the bare rod aluminium tube and reduce aluminium thickness.

This condition, if not detected and corrected, could lead to failure of the inboard flap drive arm with consequent asymmetric flap extension, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Pilatus issued the SB to provide inspection and modification instructions.

For the reason described above, this AD requires a one-time inspection of both IFFA and, depending on findings, a follow-on inspection of the associated front inboard tension rod for chafing, and modification or replacement of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 100 flight hours or 6 months, whichever occurs first after the effective date of this AD, inspect the LH and RH IFFA in accordance with the instructions of section 3.B. of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the LH and/or RH IFFA does not have the correct shape, as defined in Figure 2 of the SB, before next flight, modify that IFFA and inspect the associated front inboard tension rod in accordance with the instructions of section 3.C. of the SB.
- (3) If, during the inspection as required by paragraph (2) of this AD, chafing is found, before next flight, replace the tension rod with a serviceable part in accordance with the instructions of section 3.C. of the SB.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane, unless it is a serviceable part, as defined in this AD.

Ref. Publications:

Pilatus Aircraft PC-12 SB 27-026 dated 10 July 2019.

The use of later approved revisions of the above-mentioned document 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 30 July 2019 as PAD 19-148 for consultation until 27 August 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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, Telephone: +41 41 619 33 33, Fax: +41 41 619 73 11
E-mail: SupportPC12@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

