


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009- 0086</p> <p>Date: 14 April 2009</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>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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].</p>		
<p>Type Approval Holder's Name : PILATUS AIRCRAFT Ltd.</p>		<p>Type/Model designation(s) : PC-12 series aeroplanes</p>
<p>TCDS Number : EASA.A.089</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes Federal Office of Civil Aviation (FOCA) AD HB 2002-271 dated 17 June 2002</p>		
ATA 32	Nose Landing Gear – Right Hand Upper Drag Link – Inspection / Life Limitation	
<p>Manufacturer(s): Pilatus Aircraft Ltd.</p>		
<p>Applicability: Model PC-12, PC-12/45, PC-12/47 aeroplanes, from Manufacturer Serial Number (MSN) 101 through MSN 544 inclusive and from MSN 546 through MSN 888 inclusive</p> <p>and</p> <p>Model PC-12/47E aeroplanes, MSN 545 and from MSN 1001 through MSN 1150 inclusive.</p>		
<p>Reason: FOCA AD HB 2002-271 was issued because the Nose Landing Gear (NLG) Right Hand (RH) upper drag link, Part Number (P/N) 532.20.12.140 was found broken on some aircraft due to fatigue cracking, and therefore a life limit of 4 000 landings was introduced.</p> <p>Recent investigation of a new occurrence revealed that the replacement part NLG RH upper drag link P/N 532.20.12.289 also suffered fatigue cracking, however on a different location.</p> <p>Complete failure of the NLG RH upper drag link could result in NLG collapse during landing. To address that condition, this AD is issued to mandate the implementation of the latest revision of the PC-12 Aircraft Maintenance Manual (AMM) chapter 4 - airworthiness limitations section - by establishing repetitive inspections for the NLG RH upper drag links P/N 532.20.12.140 and P/N 532.20.12.289.</p>		

Effective Date:	28 April 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Initial and Repetitive Inspections</p> <p>(1) Within 30 days after the effective date of this AD, amend the operator's approved aircraft maintenance programme to incorporate the structural, component and miscellaneous limitations defined in Pilatus PC-12 Temporary Revision No. 04-02, document 12-A-04-00-00-00A-00T-A, dated 28 January 2009 (for PC-12, PC-12/45, PC-12/47) and 12-B-04-00-00-00A-000A-A, Revision 1, dated 27 January 2009 (for PC-12/47E).</p> <p>(2) Do the initial and repetitive inspections of the NLG RH upper drag link P/N 532.20.12.140 or P/N 532.20.12.289 in accordance with the compliance schedule as specified in Pilatus PC-12 Temporary Revision No. 04-02, document 12-A-04-00-00-00A-00T-A, dated 28 January 2009 and 12-B-04-00-00-00A-000A-A, Revision 1, dated 27 January 2009, as applicable to aeroplanes model.</p> <p>Note 1: The 4 000 landing life-limit for P/N 532.20.12.140 NLG RH drag link introduced by the superseded AD HB 2002-271 dated 17 June 2002 remains valid.</p> <p>Optional Terminating Action</p> <p>(3) Replacement of the NLG RH upper drag link P/N 532.20.12.140 or P/N 532.20.12.289 with a newly designed NLG RH upper drag link with P/N 532.20.12.296 constitutes a terminating action for the repetitive inspections required by paragraph (2) of this AD.</p>
Ref. Publications:	<p>Pilatus PC-12 Structural, Component and Miscellaneous – Airworthiness Limitations, Temporary Revision No. 04-02, document 12-A-04-00-00-00A-000T-A, dated 28 January 2009 and document 12-B-04-00-00-00A-000A-A, Revision 1, dated 27 January 2009.</p> <p>The use of later approved revisions of these documents 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 approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 17 March 2009 as PAD 09-052 for consultation until 07 April 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. 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 Manager, CH-6371 STANS, Switzerland Tel.: +41 (0)41 619 62 08 Fax: +41 (0)41 619 73 11 E-mail: SupportPC12@pilatus-aircraft.com