

Bundesamt für Zivilluftfahrt (BAZL) Office fédéral de l'aviation civile (OFAC) Ufficio federale dell'aviazione civile (UFAC) Federal Office for Civil Aviation (FOCA) Maulbeerstrasse 9 CH-3003 Berne Switzerland	Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Prescrizione di Aeronavigabilità (PA) Airworthiness Directive (AD)	FOCA AD HB 2002-608
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	01 November 2002 PILATUS - PC-12 FOCA TC/TCDS No.: F 56-30 ATA 53	

TITLE: PILATUS AIRCRAFT LTD. – PC-12
REAR PRESSURE BULKHEAD – Inspection/Repair

APPLICABILITY:

PILATUS AIRCRAFT LTD.

Model PC-12 and PC-12/45 airplanes,
Manufacturers Serial Numbers (MSN) 101 thru MSN 380, MSN 382 thru MSN 385, MSN 387 thru MSN 395,
MSN 398 thru MSN 406, MSN 408, MSN 409, MSN 413, MSN 415 and MSN 417.

REASON:

It is possible that drill and rivet tool damage (nicks and scratches) could have occurred in areas around the edges of the rear pressure dome. This could have occurred during assembly procedures in some PC-12 and PC-12/45 airplanes. The potentially damaged locations are adjacent to the intersections of the rear pressure dome and the related stringers and longerons. This type of damage could also occur on the rear surface of the pressure dome at locations adjacent to the fuselage drain holes in this area. Although the damage has typically been found on the rear surface of the pressure dome, it is possible to find similar damage on the forward surface.

To prevent cracking of the of the rear pressure bulkhead this Airworthiness Directive (AD) requires inspection of the front and rear surfaces of the pressure dome for drill and/or tool damage, reporting of the inspection results to PILATUS and repair of the rear pressure bulkhead, if necessary.

COMPLIANCE:


Required as indicated below, unless already accomplished:

(a) Required at the next annual inspection after the effective date of this AD or not later than 31 December 2002, whichever occurs first;

INSPECTION

- (1) Perform a one time inspection of the front and rear surfaces of the pressure dome for drill and/or reaction tool damage. Inspection findings (also in case of no damage found) must be reported to PILATUS.
- (2) If during the inspection required by paragraph (a)(1) of this AD no drill or reaction tool damage is found; send the completed forms (Damage Location) indicating "No Damage Found " to PILATUS for their records.
- (3) If during the inspection required by paragraph (a)(1) of this AD drill or reaction tool damage is found; use the forms (Damage Location) to record the locations of all damage that you find and perform repair procedures according paragraph (b) of this AD.
PILATUS must be informed immediately if (after visual inspection) damage has occurred in the inspection areas other than that specified in Section (C) Paragraph (3) of PC-12 SB 53-003 Revision 1. Pressurized flight is not permitted if crack damage is found.

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(b) Within 90 days from the date of the inspection procedure required by paragraph (a) of this AD, but not later than 31 March 2003;

REPAIR – BLEND AND POLISH

(1) Perform blend and polish repairs and measure the damages as necessary for the given condition of the pressure dome in the aircraft. The damage can be of three possible types: A, B or C. Obey the applicable procedures for the repair and moulds (if required) of given damage types. Refer to the Table (Repair Selection Data) Section (3) paragraph (D) of SB PC-12 Bulletin. No. 53-003 Revision 1. Send the completed forms (Damage Location) to PILATUS.

Note: If a repair was done in which metal was removed to a depth of more than 0.008 in. (0,2 mm) then, within 90 days of the repair date, you must receive from PILATUS a disposition paper with the final decision. If you do not receive the disposition paper within the 90 day period, the aircraft is restricted to unpressurized flight only.

(c) REF. PUBLICATIONS

- (1) The actions required by this AD shall be done in accordance with the manufacturer's documentation listed in this paragraph, and/or later revisions approved by the Swiss Federal Office for Civil Aviation (FOCA):
- PILATUS PC-12 Bulletin No. 53-003 Revision 1, dated 26 July 2002.
 - Technical Memo (TM), ECE-12-TM-02-213 (SB 53-003, Repair Procedure, Detail Information).

The applicable manufacturer's documentation may be obtained directly from:

PILATUS AIRCRAFT LTD

CUSTOMER LIAISON MANAGER
CH-6371 STANS, Switzerland

TEL No.: +41 41 619 6319
FAX No.: +41 41 619 6224
Email: pilga@pilatus-aircraft.com

FOR FURTHER INFORMATION CONTACT:

FEDERAL OFFICE FOR CIVIL AVIATION (FOCA)
Type Certification (MZ)
Maulbeerstrasse 9
CH-3003 Berne, Switzerland

FAX No.: +41 31 325 8051 (or)
FAX No.: +41 31 322 5918

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