



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2020-011
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	25 November 2020	Pilatus – PC-21 FOCA TC/TCDS No: F 56-35

Issue Date: 11 November 2020

ATA Chapter: ATA 05 – Time Limits / Maintenance Checks

Subject: **Time Limits / Maintenance Checks –
Airworthiness Limitations Section – Amendment**

Supersedure / Revised AD(s): Not applicable

Type Certificate Holder's Name: Pilatus Aircraft Ltd.

Manufacturer(s): Pilatus Aircraft Ltd.

Applicability: Model PC-21 aeroplanes, all Manufacturers Serial Numbers (MSN).

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

*Superseded by
FOCA AD
HB-2021-004*

The ALS:

Pilatus PC-21 Aircraft Maintenance Manual (AMM) Chapter 05-10-01 in-Document Number 02257, variants as per table below:

AMM		Effectivity
Identification	Issue / Revision	MSN
02257 - B	005 . 08	103 - 108, 153 - 154
02257 - C	004 . 08	109 - 127
02257 - D	003 . 08	128 - 152
02257 - E	002 . 08	155 - 209
02257 - F	002 . 08	210 - 233
02257 - G	002 . 09	234 - 282
02257 - H	002 . 08	283 - 292, 312 - 313
02257 - J	002 . 08	293 - 309
02257 - K	002 . 09	310 - 311
02257 - L	002 . 03	103 - 108, 153 - 154

The AMP:

The approved Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane.

New and/or more restrictive tasks and limitations:

This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and certification maintenance instructions for Pilatus PC-21 aeroplanes, which are approved by FOCA, are currently defined and published in the Pilatus PC-21 AMM Chapter 5. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Aileron attachment and wing to fuselage attachment bolts are life limited in the ALS. New bolts (P/Ns) were introduced as one-to-one replacement of the existing bolts. The ALS had to be amended to include the new bolts (new P/Ns).

For the reason described above, this AD requires accomplishment of the actions specified in the ALS, including the updated ALS Tasks No. 271009, 271010 and 572021.

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

Required as indicated below, unless already accomplished:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplishment of the following actions, as specified in the applicable ALS, are applicable to aircraft configuration.
 - (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 as defined in the 'TIME LIMITED INSPECTION REQUIREMENTS' pages of the ALS include specific compliance times for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the 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 corrective action(s) in accordance with the applicable Pilatus maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact Pilatus for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Superseded by
FOGA AD
HB-2021-004**

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous version of the ALS, that action ensures 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/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (2) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (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 continued accomplishment of the tasks as required by paragraphs (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 action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publication(s): Pilatus PC-21 AMM, Chapter 05-10-01, in Document Number 02257, variants as per table referenced in section "Definitions" of this AD.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

For further information contact: The applicable manufacturer's documentation may be obtained directly from:

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