



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2022-002R1
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	18 August 2022 (same as original issue)	Pilatus – PC-21 FOCA TC/TCDS No: F 56-35

Issue Date: 08 March 2024

ATA Chapter: ATA 05 – Time Limits / Maintenance Checks

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

Supersedure / Revised AD(s): This AD revises FOCA AD HB-2022-002 dated 04 August 2022, which superseded FOCA AD HB-2021-004 dated 01 November 2021.

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:

The ALS:

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

AMM		Effectivity	
Identification	Issue / Revision	MSN	
02257 - B	005 . 12	103 - 108, 153 - 154	
02257 - C	004 . 12	109 - 127	
02257 - D	003 . 12	128 - 152	
02257 - E	002 . 12	155 - 209	
02257 - F	002 . 12	210 - 233	
02257 - G	002 . 13	234 - 282	
02257 - H	002 . 12	283 - 292, 312 - 313	
02257 - J	002 . 13	293 - 309	
02257 - K	002 . 13	310 - 311	
02257 - L	002 . 07	103 – 108, 153 - 154	
02257 - M	001 03	314 - 337	

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.

The TAM:

The approved Technical Adaption Memo (TAM), on the basis of which the operator or the owner may apply an alternative means of compliance until 31 December 2024 to ensure 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.

Previously, FOCA issued AD HB-2021-004 to require implementation of the maintenance tasks and airworthiness limitations as specified in Pilatus PC-21 AMM Chapter 05-10-01 Document Number 02257, variants as per table above, as applicable.

Since that AD was issued, Pilatus amended the ALS, as defined in this AD, to implement several bolt Part Numbers that are missing in the latest PC-21 ALS revision.

For the reasons described above, this AD retains the requirements of FOCA AD HB-2021-004, which is superseded, and requires accomplishment of the actions specified in the ALS, including the updated ALS Task No. 285003.

Several Class 1 structural attachment bolts of the PC-21 have an ALS limit of 2'000 Flight Hours (FH) or 4'500 FH. Due to supply chain delays with spare bolts, new required bolts may not be delivered in a timely manner to the operators. To prevent a grounding of the affected aeroplanes, Pilatus developed inspection criteria based on Class 1 structural attachment bolts returned from service. When the inspection criteria are fulfilled the TAM-21-00012 allows a temporary life extension for the affected bolts until 31 December 2024 applicable to PC-21 aeroplanes MSN 101 and up.

**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.

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.

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FOCA AD
HB-2022-002R1

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.

Pilatus PC-21 TAM-21-00012, issue 02 dated 08 February 2024.

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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