

<b>Bundesamt für Zivilluftfahrt (BAZL)</b> <b>Office fédéral de l'aviation civile (OFAC)</b> <b>Ufficio federale dell'aviazione civile (UFAC)</b> <b>Federal Office for Civil Aviation (FOCA)</b> Maulbeerstrasse 9 CH-3003 Berne Switzerland	<b>Lufttüchtigkeitsanweisung (LTA)</b> <b>Consigne de Navigabilité (CN)</b> <b>Prescrizione di Aeronavigabilità (PA)</b> <b>Airworthiness Directive (AD)</b>	FOCA AD  <b>HB 2003-092</b>
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	<b>PILATUS - PC-6</b>  FOCA TC/TCDS No.: F 56-10 ATA 57	

**TITLE:                   PILATUS AIRCRAFT LTD. – PC-6**  
**INTEGRAL FUEL TANK RIB ASSEMBLIES - Inspection/Repair**

**APPLICABILITY:**

**PILATUS AIRCRAFT LTD.**

Model PC-6 Series airplanes.

All Manufacturers Serial Numbers (MSN) up to and including MSN 939.

**REASON:**

This Airworthiness Directive (AD) is prompted by an incident where cracks have been found in ribs of the inboard integral fuel tanks in the left and right wings of a PC-6 airplane. It has been found that this can occur when there are excessive pressure differentials between the ambient air pressure and that of the fuel tanks. The effect of this differential can be to compress the wing in the area of the fuel tank and cause distortion of the related structure. This distortion experienced may result in fatigue cracks on ribs within the wing.

To prevent distortion of the wing structure which can result in fatigue cracks of the integral fuel tank rib assemblies this Airworthiness Directive requires inspection and repair if necessary of the applicable wing ribs and related structure and, if not already accomplished, installation of an improved inboard fuel tank vent system by introduction of PILATUS PC-6 Service Bulletin No.118.

**EFFECTIVE DATE:**

17 February 2003

**COMPLIANCE:**

Required as indicated below, unless already accomplished:


**(a) INSPECTION / REPAIR**

- (1) At the next scheduled maintenance after the effective date of this AD but not later than 30 June 2003; Inspect for cracks in the ribs of the integral fuel tanks in the left and right wings and inspect for distortion of the top and bottom wing skins.
- (2) If during the inspection required by paragraph (a)(1) of this AD cracks in the wing ribs or distortion of the top and bottom wing skins it is found; perform the applicable repair procedures.
- (3) Determine from aircraft records and/or inspect aircraft if PILATUS PC-6 Service Bulletin No. 118 Inboard Fuel Tank Ventilating System is incorporated.  
If not found incorporated; perform modification required by paragraph (b).

**(b) MODIFICATION**

Not later than 30 September 2003; introduce Inboard Fuel Tank Ventilating System in accordance with the Accomplishment Instructions specified in PILATUS PC-6 Service Bulletin No. 57-002 Part B and PILATUS PC-6 Service Bulletin No. 118.

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FOCA AD <b>HB 2003-092</b>	<b>Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Prescrizione di Aeronavigabilità (PA) Airworthiness Directive (AD)</b>		<b>BAZL Schweiz OFAC Suisse UFAC Svizzera FOCA Switzerland</b>
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**(c) REF. PUBLICATIONS:**

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-6 Service Bulletin No. 57-002, dated 27 November 2002.
- PILATUS PC-6 Service Bulletin No. 118, dated December 1972.

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 6580  
FAX No.: +41 41 610 3351  
Email: : [fodermatt@pilatus-aircraft.com](mailto:fodermatt@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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