



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2019-004
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	03 January 2020	Pilatus – PC-7 FOCA TC/TCDS No: F 56-20

**Superseded by
FOCA AD
HB-2020-007**

Issue Date: 20 December 2019
Correction: 03 March 2020

ATA Chapter: ATA 05 – Time Limits / Maintenance Checks

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

Supersedure / Revised AD(s): HB-2013-003

Type Certificate Holder’s Name: Pilatus Aircraft Ltd.

Manufacturer(s): Pilatus Aircraft Ltd.

Applicability: Model PC-7 aircraft, all Manufacturers Serial Numbers (MSN).

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

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 ALS:
Pilatus PC-7 Aircraft Maintenance Manual (AMM) Chapter 05-00-00 Document Number 01715 and PC-7 AMM Chapter 05-00-00 Document Number 02416, both at issue 44 dated 30 September 2019.

New and/or more restrictive tasks and limitations:
This includes all tasks that are new or updated 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-7 aircraft, which are approved by FOCA, are currently defined and published in Pilatus PC-7 AMM Chapter 5. These instructions have been identified as mandatory for continued airworthiness.

FOCA AD HB-2019-003 requires an inspection for corrosion on the eight angle brackets installed on the LH and RH wing middle ribs 23. If there are silver-plated anchor nuts installed with no signs of corrosion are found, as defined in the SB 57-017, mandatory inspections added to Chapter 5 of the AMM become applicable.

For the reason described above, this AD requires the implementation and the compliance with these new maintenance requirements.

This AD is re-published due to the re-positioning of two text sections from paragraph (3) to paragraph (4) to clarify the meaning of the "Credit" explanations. The AMP based on the previous ALS version still applies for all tasks which are not affected by the new ALS revision (no new or more restrictive tasks and limitations).

**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: The next inspection of the angle brackets with silver-plated nut-plates must be accomplished within 200 flight hours or within two years, whichever occurs first after the effective date of this AD.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any tasks 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 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 aircraft 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 ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aircraft 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 aircraft configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) 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 configuration, into the AMP to comply with paragraph (3) of this AD.

Superseded by
FOGA AD
HB-2020-007

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FOCA AD
HB-2019-004

Recording AD compliance:

- (5) When the AMP of an aircraft 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 aircraft. 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-7 AMM, Chapter 05-00-00, Document Number 01715, issue 44 dated 30 September 2019.

Pilatus PC-7 AMM, Chapter 05-00-00, Document Number 02416, Issue 44 dated 30 September 2019.

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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