



Airworthiness Directive

AD No.: 2020-0194

Issued: 08 September 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-24 aeroplanes

Effective Date: 22 September 2020

TCDS Number(s): EASA.A.594

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Engine Attachment Hardware – Inspection / Replacement

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-24 aeroplanes, manufacturer serial numbers (MSN) 101 to MSN 162 inclusive, MSN 164, MSN 165, MSN 167 and MSN 168.

Definitions:

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

The SB: Pilatus Aircraft PC-24 Service Bulletin (SB) 71-001.

Engine attachment hardware: Left-hand (LH) and right-hand (RH) middle inner nacelles and LH/RH front and rear engine beams.

Reason:

During a scheduled maintenance inspection, the engine attachment hardware of a PC-24 aeroplane was found not to conform to the approved design. A washer was missing beneath each of the four mating bolt heads on the rear engine beam. In addition, some of the keeper fitting attachment bolts on the LH/RH middle inner nacelle were found with loose nuts. It was also determined that other aeroplanes may have the same non-conformities.



This condition, if not detected and corrected, could damage the engine attachment hardware, possibly affecting the structural integrity of the aeroplane.

To address this potential unsafe condition, Pilatus issued the SB, providing instructions for inspection and corrective action.

For the reason described above, this AD requires a one-time inspection for missing washers and loose nuts on the engine attachment hardware and, depending on findings, the accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

One-Time Inspection:

- (1) Within 11 months after the effective date of this AD, inspect the engine attachment hardware in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, one or more missing washers or insufficiently tightened nuts are found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.
- (3) If, during the inspection as required by paragraph (1) of this AD, damage is found around one or more bolt holes, before next flight, contact Pilatus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Pilatus Aircraft PC-24 SB 71-001 original issue dated 30 June 2020.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 30 July 2020 as PAD 20-116 for consultation until 27 August 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or



may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Pilatus Aircraft Ltd, Customer Support General Aviation, CH-6371 Stans, Switzerland
Telephone: +41 848 24 7 365, E-mail: techsupport.ch@pilatus-aircraft.com,
Website: www.pilatus-aircraft.com.

