



Emergency Airworthiness Directive

AD No.: 2016-0202-E

Issued: 07 October 2016

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-6 aeroplanes

Effective Date: 11 October 2016

TCDS Number(s): Switzerland No. F 56-10

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Fuselage Stabilizer Trim Attachment Components – Inspection

Manufacturer(s):

Pilatus Aircraft Ltd and Fairchild Republic Company (formerly Fairchild Industries, Fairchild Heli Porter and Fairchild-Hiller Corporation)

Applicability:

PC-6 aeroplanes, all models, all manufacturer serial numbers (MSN).

Reason:

Wear and cracks on the stabilizer-trim attachment and relevant structural components have been reported on aeroplanes having accomplished Pilatus Service Bulletin (SB) 53-001 Revision 1, as previously required by FOCA AD HB-2005-263.

Subsequent investigation identified that slightly asymmetric installation and/or operational conditions may result in strong stabilizer vibration, causing crack initiation in the stabilizer-trim attachment fitting or connecting piece.

This condition, if not detected and corrected, may lead to a failure of the fitting or connecting piece, possibly resulting in disconnection of the horizontal stabilizer rear attachment, with consequent loss of control of the aeroplane.



To address this potential unsafe condition, Pilatus issued SB No. 53-003 (hereafter referred to as 'the SB' in this AD) to provide inspection instructions.

For the reason described above, this AD requires visual and non destructive inspections of the affected stabilizer-trim attachment components and the related parts and structure to detect cracks, and, depending on findings, the replacement of the affected parts. This AD also provides additional requirements for installation of these parts.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an "affected part" is any stabilizer-trim attachment component and the related parts and structure, as identified in the SB.

Part A - For aeroplanes MSN 337 to MSN 1005 inclusive, and MSN 2001 to MSN 2092 inclusive:

Visual Inspection:

- (1) Within the compliance time as defined in Table 1 of this AD, visually inspect all affected parts (see Note 1 of this AD) in accordance with the instructions of paragraphs 3.A thru 3.C.(1) of the SB.

Table 1 – Visual Inspection

| Compliance Time (whichever occurs later, A or B) | |
|---|--|
| A | Before next flight after the effective date of this AD |
| B | Before exceeding 100 flight hours (FH) or 100 flight cycles (FC), whichever occurs first since first flight of the aeroplane |

Visual and Non-Destructive Inspections:

- (2) Within 100 FH or 100 FC, whichever occurs first after the effective date of this AD, accomplish on all affected parts (see Note 1 of this AD) the actions as required by paragraphs (2.1) and (2.2) of this AD:

(2.1) A visual inspection in accordance with the instructions of paragraph 3.C.(2) (a) of the SB.

(2.2) A dye-penetrant or eddy current inspection in accordance with the instructions of paragraph 3.C.(2) (c) of the SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1), (2.1) or (2.2) of this AD, any crack is found on an affected part (see Note 1 of this AD), before next flight, replace that affected part with a serviceable part (see Note 2 of this AD) in accordance with the instructions of paragraph 3.D of the SB.

Note 2: For the purpose of this AD, a "serviceable part" is an affected part (see Note 1 of this AD) that is new, or has passed an inspection, before installation, in accordance with the instructions of paragraph 3.C.(2) (c) of the SB.



Reporting:

- (4) Within 30 days after each inspection as required by paragraph (1), (2.1) or (2.2), report the results (including no findings) to Pilatus. For that purpose, the inspection report form included in the SB may be used.

Part B - For all aeroplanes:

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install an affected part (see Note 1 of this AD) on an aeroplane, provided it is a serviceable part (see Note 2 of this AD).

Ref. Publications:

Pilatus Aircraft Ltd SB No. 53-003, dated 04 October 2016.

The use of later approved revisions of this 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
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