



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2009-008
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	27 July 2009	Pilatus – PC-9 FOCA TC/TCDS No: F56-22

Issue Date: 13 July 2009

ATA Chapter ATA 57 – Wings

Subject: **Inner Wing – Wing Bottom Skin between Ribs 5 and 11 – Inspection**

Supersedure / Revised AD(s): Not applicable

Type Certificate Holder’s Name: Pilatus Aircraft Ltd.

Manufacturer(s): Pilatus Aircraft Ltd.

Applicability: Models PC-9, PC-9/A, PC-9/B and PC-9/F aircraft, Manufacturer Serial Numbers (MSN) 101 through MSN 188 inclusive and MSN 501 through MSN 567 inclusive.

Reason: This Airworthiness Directive (AD) is prompted due to reported loose countersunk rivets which attach the bottom skin of the inner wing to the rear-spar between ribs 5 and 11. Flexing of the wing skin can cause the countersunk rivets to work loose and pull through the skin panel.

Such a condition, if left uncorrected, could lead to a loss of torsion stiffness of the wing with potential consequences on the structural strength and flutter margins.

In order to correct and control the situation, this AD requires a visual inspection of the relevant area. Additionally to a possible repair, the installation of supplemental fasteners is always required.

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

Required as indicated below, unless already accomplished:

- (1) Within 28 days after the effective date of this AD, perform a visual inspection of the countersunk rivets which attach the wing bottom skin to the rear-spar and end ribs as required by paragraph (§) 3.A.(3) of PILATUS PC-9 Service Bulletin No. 57-015.

Note 1: If only dome head rivets are installed, no further action is required.

- (2) If no damage is found, do the Repair No.1 as required by § 3.A.(3) (c) of PILATUS PC-9 Service Bulletin No. 57-015 at, or before the next scheduled 300 hrs or annual inspection, whichever occurs first.

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- (3) If during the inspection required by § (1) of this AD, damage, such as rivet heads pulled through the skin panel, loose rivets or “working” rivets are found, perform the corrective actions within the required time frame as specified by § 3.A.(3) (d,e) of PILATUS PC-9 Service Bulletin No. 57-015.
- (4) If cracks, starting from pulled, loose or “working” rivets holes are found, the aircraft is not allowed to fly before an approved repair, which restores the structural strength and stiffness, is embodied.

Ref. Publication(s): PILATUS PC-9 Service Bulletin No. 57-015, initial issue.

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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