

Pilatus PC-12 Series Aeroplanes

## AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PC-12/28 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/PC-12/28**                      **Cargo Door End Frame Lightning Holes**                      **13/2001**  
**Amdt 1**

**Applicability:** All PC-12 and PC-12/45 aircraft with manufacturers serial numbers MSN 301 through MSN 370.

**Requirement:** Inspect in accordance with Pilatus Aircraft Service Bulletin No. 52-004 Revision 1.

*Note: Switzerland FOCA AD HB 2001-389R1 refers.*

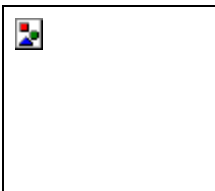
**Compliance:** Within 3 calendar months after the effective date of this Directive, unless already accomplished.

This amendment becomes effective on 27 December 2001.

**Background:** Reports were received of cargo doors not having a reinforcing flange on the lightning holes in the front and rear end frames. This condition could result in cracking at the edges of the unflanged lightning holes.

Amendment 1 is issued in response to a revision of the related FOCA AD and Requirement document, which remove reference to part numbers of cargo doors held as spares that were incorrect and included in error.

The original issue of this Airworthiness Directive became effective on 4 October 2001.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

16 November 2001