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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 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.

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**Pilatus PC-12 Series Aeroplanes****AD/PC-12/37****Fuel Boost Pump Wiring****9/2003****TX**

**Applicability:** All PC-12 and PC-12/45, Manufacturers Serial Numbers 101 through 520 inclusive, with fuel boost pumps Part Number (P/N) 968.84.11.401, 968.84.11.403 or 968.84.11.404 installed.

**Requirement:**

1. Insert Temporary Revision No. 7 or No. 37, as applicable, into the Australian Aircraft Flight Manual (AFM) (Pilatus PC-12 Pilots Operating Handbook, Report No 02211 for PC-12/45 aeroplanes and Report No. 01973-001 for PC-12 aeroplanes).
2. Insert Pilatus PC-12 Aircraft Maintenance Manual Temporary Revision (AMM TR) No. 12-03 (AMM 12-10-01) and AMM TR No. 28-02 (AMM 28-20-04) in the applicable AMM section.
3. Perform an inspection to determine the P/N of the installed fuel boost pump.
4. If, as result of the Requirement 3 inspection, a fuel boost pump with P/N 968.84.11.401 is found installed, replace the pump with a pump modified to the latest standard.
5. If, as result of the Requirement 3 inspection, a fuel boost pump with P/N 968.84.11.403 or 968.84.11.404 is found installed, inspect the fuel pump leads for defects in accordance with Pilatus PC-12 Service Bulletin 28-011, Revision 1, dated 11 July 2003.
6. If, as a result of the Requirement 5 Inspection, any defects are found replace the fuel boost pump with a fuel pump modified to the latest standard.
7. If, as a result of the Requirement 5 Inspection, no defects are found, modify the fuel boost pumps P/N 968.84.11.403 or 968.84.11.404 by installing lead protection using spiral wrap and then re-identify the fuel pump by adding the suffix letter "B" adjacent to the serial number on the fuel pump identification plate. Both actions are to be carried out in accordance with the Accomplishment Instructions of SB 28-011 Revision 1.
8. Remove Temporary Revision No. 7 or No. 37, as applicable, from the AFM.
9. Fuel boost pumps with P/N 968.84.11.401 may not be installed on any PC-12 series aeroplane as a replacement part.

## Pilatus PC-12 Series Aeroplanes

AD/PC-12/37 (continued)

10. Fuel boost pumps P/N 968.84.11.403 or 968.84.11.404 may not be installed on any PC-12 series aeroplane as a replacement part unless inspected, modified and re-identified in accordance with Requirements 5 and 7, as applicable.

*Note: Switzerland (FOCA) AD HB 2003-301 refers.*

Compliance: For Requirement 1 - Before further flight after the effective date of this Directive.

For Requirement 2 - Before accomplishing any maintenance procedure after the effective date of this Directive.

For Requirements 3, 4 and 5 - Within 100 hours time in service (TIS) or six months, whichever occurs first, after the effective date of this Directive.

For Requirement 6 - Before further flight after the Requirement 5 inspection.

For Requirement 7 - Within 100 hours TIS or six months, whichever occurs first, after the effective date of this Directive.

For Requirement 8 - Immediately following completion of the Requirement 7 modification.

For Requirements 9 and 10 - As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 18 July 2003.

Background: The Swiss Federal Office for Civil Aviation has advised that it is possible to damage the electrical insulation of the fuel boost pumps during installation. This damage could cause electrical arcing within the fuel tank, which in turn could result in fire or explosion of a fuel tank.



Jim Coyne  
Delegate of the Civil Aviation Safety Authority

16 July 2003