
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

Pilatus PC-12 Series Aeroplanes

AD/PC-12/56 Stick-Pusher Servo-Cables Attachment Clamps 4/2009 DM

Applicability: Model PC-12, PC-12/45 and PC-12/47 aircraft, with manufacturer serial number 101 through 544 and 546 through 888; and,

Model PC-12/47E aircraft, with manufacturer serial number 545 and 1001 through 1101.

Requirement: Inspect the stick-pusher servo-cables for correct installation, position and tension, in accordance with the accomplishment instructions of Pilatus PC-12 Service Bulletin No. 27-020 Revision 1, or later EASA approved revision.

If any damage is found, before further flight, accomplish all corrective actions in accordance with the accomplishment instructions of Pilatus PC-12 Service Bulletin No. 27-020 Revision 1, or later EASA approved revision.

Note: EASA AD 2009-0040 refers.

Compliance: Within 150 flight hours or 30 days after 1 March 2009, whichever occurs first.

This Airworthiness Directive becomes effective on 1 March 2009.

Background: Reports were received of the rear stick-pusher cable clamp shifting forward on the elevator cable. This condition, if not corrected, could reduce the effectiveness of the stick-pusher and/or limit elevator control movement. Ambiguous information in the adjustment procedure for the stick-pusher cable tension, and stick-pusher cable tension decrease with time, were identified as contributing factors.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 February 2009