


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2010-0093	
	Date: 20 May 2010	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
Pilatus Aircraft Ltd.		PC-12 aeroplanes
TCDS Number : EASA.A.089		
Foreign AD : Not applicable		
Supersedure: None		
ATA 76	Engine Controls – Power Control Lever Reverse Thrust Latch – Inspection / Modification	
Manufacturer(s):	Pilatus Aircraft Ltd.	
Applicability:	PC-12/47E aeroplanes, Manufacturer Serial Number (MSN) 1001 and MSN 1003 to 1140 inclusive.	
Reason:	<p>Reports have been received indicating that, if the power control friction wheel is tightened, the reverse thrust latch may stick and subsequently allow the Power Control Lever (PCL) to be inadvertently retarded aft of the idle detent.</p> <p>This condition, if not corrected, could result in undesired reverse thrust activation which, especially during approach, could result in reduced control of the aeroplane.</p> <p>For the reason described above, this AD requires an inspection of the PCL reverse thrust latch and the accomplishment of corrective actions as necessary.</p>	
Effective Date:	03 June 2010	
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within one month after the effective date of this AD, inspect the PCL reverse thrust latch handle for free movement in accordance with the accomplishment instructions in paragraph 3.A. of Pilatus Service Bulletin (SB) No. 76-002.</p>	

	<p>(2) If the reverse thrust latch sticks <u>or</u> the idle detent is not present, accomplish the following actions:</p> <p>(2.1) Before next flight, insert Temporary Revision (TR) No. 12 into Aircraft Flight Manual (AFM) and inform flight crew accordingly.</p> <p>(2.2) Within 12 months after the effective date of this AD, modify the engine control console assembly in accordance with the accomplishment instructions in § 3.B. of Pilatus SB No. 76-002.</p> <p>(2.3) Concurrently with accomplishment of the modification required by paragraph (2.2) of this AD, remove the TR No. 12 from the AFM.</p>
Ref. Publications:	<p>PILATUS PC-12 Service Bulletin No. 76-002, initial issue.</p> <p>Aircraft Flight Manual Temporary Revision No. 12.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 21 April 2010 as PAD 10-035 for consultation until 19 May 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: PILATUS AIRCRAFT LTD., Customer Support Manager, CH-6371 STANS, Switzerland Tel.: +41 (0)41 619 62 08 Fax: +41 (0)41 619 73 11 E-mail: SupportPC12@pilatus-aircraft.com.