| EASA | AIRWORTHINESS DIRECTIVE |
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$\left.\begin{array}{|l|l|}\hline & \begin{array}{l}\text { PC-12 Service Bulletin No. 71-007. } \\ \text { (2) If during the configuration check and inspection required by paragraph (1) of this } \\ \text { AD, any oil pipe/hose assemblies with abrasive damage (chafing) are found, } \\ \text { before next flight, replace the affected hose/pipe assemblies in accordance with } \\ \text { paragraph 3.B, 3.D and 3.E of PILATUS PC-12 Service Bulletin No. 71-007. }\end{array} \\ & \begin{array}{l}\text { (3) If during the configuration check and inspection required by paragraph (1) of this } \\ \text { AD, no damage on oil pipe/hose assemblies is found, within six (6) months after } \\ \text { the effective date of this AD, replace the hose/pipe assemblies as listed in the } \\ \text { applicability of this AD, in accordance with paragraph 3.B, 3.C and 3.E of } \\ \text { PILATUS PC-12 Service Bulletin No. 71-007. }\end{array} \\ \text { Parts Installation and Engines } \\ \text { (4) After 14 March 2008, no person shall install any oil pipe/hose assembly with P/N } \\ \text { 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, } \\ \text { 946.37.74.308 or 946.37.74.311 on any PILATUS PC-12 series aircraft. }\end{array}\right\}$

