



Airworthiness Directive Cancellation Notice

AD No.: 2021-0110-CN

Issued: 03 November 2021

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12 aeroplanes

Effective Date: 03 November 2021

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2021-0110 dated 21 April 2021.

ATA 32 – CANCELLED: Landing Gear – Nose Landing Gear Fork Assembly – Inspection / Replacement

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-12, PC-12/45, PC-12/47 and PC-12/47E aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Pilatus Aircraft PC-12 Service Bulletin (SB) 32-029 Revision 1.

Affected part: Nose landing gear (NLG) fork assembly Part Number (P/N) 532.20.12.112 and/or NLG strut assembly P/N 532.20.12.044, with installed cylinder pipes having P/N 532.20.12.145 and having a serial number (s/n) as listed in section 1.A of the SB.

Reason:

Occurrences were reported where corrosion was found on NLG strut assemblies installed on PC-12 aeroplanes. It was identified that the corrosion was due to a manufacturing non-conformity of the affected parts, which exposed unprotected raw material at the NLG fork interface.

This condition, if not detected and corrected, could lead to loss of the NLG damping, potential loss



of the nose wheel fork and the nose wheel, with consequent loss of nose wheel directional control on ground, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Pilatus issued SB 32-029 (original issue), providing inspection instructions and, consequently, EASA issued AD 2021-0110 to require a one-time inspection of the NLG sliding tube at the NLG fork interface, and, depending on findings, replacement of the affected part.

Since that AD was issued, review of the in-service feedback and a more detailed analysis of the potential loss of strength due to hydrogen embrittlement confirmed that the conditions warranting this failure mode are not present on the affected part. Consequently, Pilatus issued the SB, as defined in this AD-CN, to introduce a repair procedure that provides an alternative corrosion protection for the non-conforming parts, and to reference the new Aircraft Maintenance Manual inspection and refurbishment procedures for corrosion protection of conforming parts.

As no unsafe condition is likely to exist or develop on any PC-12 NGL fork assembly that would warrant AD action, EASA AD 2021-0110 is no longer necessary.

For the reasons described above, this Notice cancels EASA AD 2021-0110.

Required Action(s) and Compliance Time(s):

None.

Ref. Publications:

Pilatus Aircraft PC-12 SB 32-029 original issue dated 08 February 2021 and Revision 1 dated 06 August 2021.

Remarks:

1. This AD-CN was posted on 01 October 2021 as PAD 21-139-CN for consultation until 29 October 2021. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact: Pilatus Aircraft Ltd, Customer Support PC-12, CH-6371 Stans, Switzerland, Telephone: +41 41 619 33 33, Fax: +41 41 619 73 11 E-mail: SupportPC12@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.