



Airworthiness Directive

AD No.: 2019-0240

Issued: 25 September 2019

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-24 aeroplanes

Effective Date: 09 October 2019

TCDS Number(s): EASA.A.594

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Saddle Clamps / Motive-Flow Fuel Pipes – Replacement / Alignment

Manufacturer(s):

Pilatus Aircraft Ltd.

Applicability:

PC-24 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: Pilatus Aircraft PC-24 Service Bulletin (SB) 28-002.

Affected part: Flexible saddle clamps, having Part Number (P/N) 946.33.22.004, installed between frame 34 and 36 (see Note 1 of this AD).

Note 1: Flexible saddle clamps having P/N 946.33.22.004 which are installed in any location other than between frame 34 and 36 are not considered affected for the purpose of this AD.

Serviceable part: Fixed saddle clamps, having P/N 946.33.21.933.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane having MSN 151 or higher is Group 2, provided no affected part has been installed on that aeroplane since first flight.



Reason:

An occurrence was reported where, during maintenance, when system pressure was applied to a motive-flow fuel pipe, the aft fuel pipe was found to move to the end stop within the coupling. When system pressure was released, the aft fuel pipe returned to its point of origin. This movement can cause damage to the O-rings.

This condition, if not corrected, could lead to a fuel leak and consequently a fuel contamination of the rear fuselage, which, in combination with an ignition source in this area, could possibly result in a fuel fire or fuel vapour explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Pilatus issued the SB to provide modification instructions.

For the reason described above, this AD requires replacement of affected parts with serviceable parts, as defined in this AD, and prohibits (re-)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of section 3.B of the SB.
- (2) Before next flight after the modification as required by paragraph (1) of this AD, check the left-hand (LH) and right-hand (RH) motive-flow fuel pipes for correct alignment and, depending on findings, align the LH and RH motive-flow fuel pipes in accordance with the instructions of section 3.B of the SB

Parts Installation:

- (3) Do not install an affected part on any aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable.
 - (3.1) For Group 1 aeroplanes: After replacement of each affected part on an aeroplane as required by paragraph (1) of this AD.
 - (3.2) For Group 2 aeroplane: From the effective date of this AD.

Ref. Publications:

Pilatus Aircraft PC-24 SB 28-002 original issue dated 03 May 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 30 July 2019 as PAD 19-149 for consultation until 27 August 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Pilatus Aircraft Ltd, Customer Support General Aviation, CH-6371 Stans, Switzerland Telephone: +41 848 24 7 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

