

# Airworthiness Directive Schedule

## Aeroplanes

### Pilatus PC-6 Series

31 January 2019

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- Notes:**
1. This AD schedule is applicable to Pilatus Aircraft Limited PC-6/B1-H2 and PC-6/B2-H4 aircraft manufactured under Swiss Federal Office of Civil Aviation (FOCA) Type Certificate No. F56-10.
  2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk. \*
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. ....</p>		
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**DCA/PC6/1 Canceled – DCA/PC6/32 refers**

**Effective Date:** 10 September 2007

**DCA/PC6/2 Anti-Reversing Switch - Inspection**

**Applicability:** All model PC-6/B1-H2 and PC-6/B1A-H2 prior to S/N 712

**Requirement:** Inspect, perform functional test and replace switches per Pilatus SB 100

**Compliance:** Inspection and test - at intervals not exceeding 100 hours TIS  
Switch replacement - at intervals not exceeding 2000 hours TIS

**Effective Date:** 26 October 1979

**DCA/PC6/3 Anti-Reverse System - Inspection**

**Applicability:** All model PC-6/B1-H2 prior to S/N 726

**Requirement:** Accomplish insulation test, embody modification and perform functional test per Pilatus SB 101

**Compliance:** Insulation and functional test - at intervals not exceeding 100 hours TIS.  
Modification - within the next 50 hours TIS, unless already accomplished.

**Effective Date:** 26 October 1979

**DCA/PC6/4 Wing Struts - Inspection**

**Applicability:** All model PC-6 series

**Requirement:** Inspect and apply anti-corrosive treatment or renew struts as required, per Pilatus SB 105

**Compliance:** At intervals not exceeding 100 hours TIS

**Effective Date:** 26 October 1979

**DCA/PC6/5A Flap End Rib – Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 743, and 2001 through 2092 without flap reinforcements P/N 111.40.06.005 embodied.

**Requirement:** Inspect and repair as necessary, per Pilatus SB 124.  
(Swiss FOCA TM-L Nr: 80.627-6 Index 76-1 and HB-2005-289 refers)

**Compliance:** Inspect at intervals not to exceed 100 hours TIS until the reinforcement modification has been embodied.

**Effective Date:** DCA/PC6/5 - 26 October 1979  
DCA/PC6/5A - 29 September 2005

**DCA/PC6/6A Aileron/Flap Attachment Fittings - Modification**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 815, and 2001 through 2092.

**Requirement:** Modify per Pilatus SB 138.

**Compliance:** Aircraft with up to 1000 hours TTIS - within the next 300 hours TIS.  
Aircraft with up to 2000 hours TTIS - within the next 200 hours TIS.  
Aircraft with 2000 hours or more TTIS - within the next 100 hours TIS.  
(Swiss FOCA AD HB-84-023 and HB-2005-289 refers)

**Effective Date:** DCA/PC6/6 - 11 March 1983  
DCA/PC6/6A - 29 September 2005

**DCA/PC6/7A Flap Mounting Brackets – Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 824, and 2001 through 2092 not incorporating brackets P/N 111.35.06.121 or 111.35.06.132

**Requirement:** Inspect and replace as necessary per Pilatus SB 139  
(Swiss FOCA AD HB-84-005 and HB-2005-289 refers)

**Compliance:** At 1000 hours TTIS or within next 100 hours TIS, whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** DCA/PC6/7 - 6 April 1984  
DCA/PC6/7A - 29 September 2005

**DCA/PC6/8 Flap Actuator Brackets - Inspection**

**Applicability:** All model PC-6 series prior to S/N 825 with electrically actuated flaps

**Requirement:** Inspect and replace as necessary per Pilatus SB 140

**Compliance:** At 1000 hours TTIS or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 100 hours TIS

**Effective Date:** 6 April 1984

**DCA/PC6/9 Tail Wheel Guard - Modification**

**Applicability:** All model PC-6 used for parachuting operations

**Requirement:** To preclude possibility of parachute entanglement, install a guard on tail wheel fork

**Compliance:** Prior to use of aircraft for parachuting operations

**Effective Date:** 14 September 1984

**DCA/PC6/10A Horizontal Stabiliser Gussets - Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 826, and 2001 through 2092, except 524, 676, 707, 710 and 816.

**Requirement:** Inspect per Pilatus SB 143. Repair cracked or defective installations, per SB 143, before further flight.

(Swiss FOCA AD HB-84-181 and HB-2005-289 refers)

**Compliance:** Within the next 25 hours TIS, unless already accomplished.

**Effective Date:** DCA/PC6/10 - 26 February 1985  
DCA/PC6/10A - 29 September 2005

**Note:** Requirement notified to registered owners on effective date of DCA/PC6/10.

**DCA/PC6/11A Vertical Stabiliser Gussets - Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 826 and 2001 through 2092, except 524, 676, 707, 710 and 816.

**Requirement:** Inspect per Pilatus SB 142. Repair cracked installations before further flight.

(Swiss FOCA AD HB-84-180 and HB-2005-289 refers)

**Compliance:** Within the next 25 hours TIS, unless already accomplished.

**Effective Date:** DCA/PC6/11 - 1 March 1985  
DCA/PC6/11A - 29 September 2005

**DCA/PC6/12A Horizontal Stabiliser - Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 844, and 2001 through 2092.

**Requirement:** Inspect per Pilatus SB 144. Repair cracked installations, per SB 144, before further flight.

(Swiss FOCA AD HB-84-182 and HB-2005-289 refers)

**Compliance:** At intervals not to exceed 100 hours TIS.

**Effective Date:** DCA/PC6/12 - 10 May 1985  
DCA/PC6/12A - 29 September 2005

**DCA/PC6/13 Trim Actuator Installation - Inspection**

**Applicability:** All model PC-6 series prior to S/N 840 not incorporating electric trim actuator attachment brackets P/N 116.40.06.003 Index A or 116.40.06.112

**Requirement:** Inspect per Pilatus SB 147. Renew cracked parts as prescribed before further flight

**Compliance:** At intervals not exceeding 100 hours TIS

**Effective Date:** 11 October 1985

**DCA/PC6/14A Rudder Pedal Installation – Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 824, and 2001 through 2092 with welded steel rudder pedal supports.

**Requirement:** Inspect per Pilatus SB PC6-A-162. Repair cracked parts, per SB PC6-A-162, before further flight.

(Swiss FOCA AD HB-89-301 and HB-2005-289 refers)

**Compliance:** At intervals not to exceed 100 hours TIS.

**Effective Date:** DCA/PC6/14 - 15 December 1989  
DCA/PC6/14A - 29 September 2005

**DCA/PC6/15 Horizontal Stabiliser Hinge Brackets - Inspection**

**Applicability:** All PC-6 series S/N 825 through 892.

**Requirement:** To prevent failure of the horizontal stabiliser hinge bracket to fuselage attachment, accomplish the following:-

1. Inspect hinge brackets per Pilatus SB PC-6 165, para 2B. If any sheared rivets are found, modify per SB PC-6 165 before further flight.

2. Inspect hinge brackets per Pilatus SB PC-6 165, para 2C and modify per para 2D.

(Swiss AD HB 94-086 refers)

**Compliance:** 1. After each flight until modification.

2. Within next 100 hours TIS.

**Effective Date:** 8 July 1994

**DCA/PC6/16 Rear Fuselage - Reinforcement**

**Applicability:** Model PC-6 B2-H4 prior to S/N 901 with modified tail wheel P/N 114.45.06.050.

**Requirement:** To reinforce the rear fuselage section, modify per Pilatus SB PC-6 166.

(Swiss AD HB 94-087 refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 8 July 1994

**DCA/PC6/17A Fuel Collector Tank Venting System - Modification**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 915, and 2001 through 2092.

**Requirement:** To prevent fuel starvation following long and very steep descents, modify the collector tank venting system, per Pilatus SB PC-6 171.

(Swiss AD HB 95-451 and HB-2005-289 refers)

**Compliance:** Within 3 months, unless already accomplished.

**Effective Date:** DCA/PC6/17 - 19 January 1996  
DCA/PC6/17A - 29 September 2005

**DCA/PC6/18 Horizontal Stabiliser Trim Actuator - Inspection**

**Applicability:** Model PC-6 series fitted with horizontal stabiliser trim actuator Pilatus P/Ns 978.73.18.101, 978.73.18.102 or 978.73.18.103. (Electromech P/Ns EM 483-1, 483-2 or 483-3)

**Requirement:** To prevent failure of the horizontal stabiliser trim actuator, which could result in the loss of control of the aircraft, accomplish the following:-

Remove the horizontal stabiliser trim actuator and conduct a one-time visual inspection for damage and distortion per Pilatus SB PC-6 178. If any damage or distortion is found, repair per the aircraft manufacturer's instructions before further flight. If no damage or distortion is found, reinstall the horizontal stabiliser trim actuator and conduct a functional test per Pilatus SB PC-6 178.

(Swiss AD HB 99-507 refers)

**Compliance:** Inspect before further flight, for those aircraft that have accumulated more than 2000 landings or (if landings are not recorded) more than 500 hours TIS.

Inspect within the next 100 hours TIS, for those aircraft that have accumulated less than 2000 landings or (if landings are not recorded) less than 500 hours TIS.

**Effective Date:** 7 October 1999

**DCA/PC6/19A Fuel Return-Line Check Valve - Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 932, and 2001 through 2092.

**Requirement:** To meet the specified standard of the fuel system component location, accomplish the following:

Perform a one time inspection to determine the location of the fuel return-line check valve, per Pilatus SB PC-6 179. If any fuel return-line check valve is found to be installed forward of Frame 1 (on the right hand side), relocate the fuel return-line check valve, per Pilatus SB PC-6 135.

(Swiss AD HB 2000-336 and HB-2005-289 refers)

**Compliance:** By 28 February 2001, unless already accomplished.

**Effective Date:** DCA/PC6/19 - 31 August 2000  
DCA/PC6/19A - 29 September 2005

**DCA/PC6/20 Aileron Balance Weights and Flettner Tabs – Inspection**

**Applicability:** All model PC-6 series

**Requirement:** To prevent failure of the aileron assemblies, inspect per Pilatus PC-6 SB No. 57-001 and the applicable portions of PC-6 SB No.62 B (issued May 1967). If non-conforming components are detected they are to be replaced with approved items before further flight.

(Swiss AD HB 2002-001 refers)

**Compliance:** By 31 March 2002

**Effective Date:** 28 February 2002

**DCA/PC6/21A Horizontal Stabilizer Trim Warning System - Installation****Applicability:** All Model PC-6 Series**Requirement:** To minimize the risk of attempting a takeoff with the horizontal stabilizer trim set outside of the safe range, accomplish the following.

Install the horizontal stabilizer trim warning system per Pilatus PC-6 SB 180 Rev 1.  
(Swiss FOCA AD HB 2002-134 refers)

**Compliance:** Within 200 hours TIS or by 31 December 2002, whichever occurs first.**Effective Date:** 25 July 2002**DCA/PC6/22 Horizontal Stabilizer Trim – Placard and AFM****Applicability:** All model PC-6 series.**Requirement:** To minimize the risk of attempting a takeoff with the horizontal stabilizer trim set outside the safe range, accomplish the following;

1. Insert PC-6 Aircraft Flight Manual Temporary Revision TR-TRIM 1 and TR-TRIM 3 into the applicable sections of the Aircraft Flight Manual (AFM).
2.
  - a. Install placard Pilatus P/N 110.71.06.611 on the heating tube above the instrument panel on the left side of the standby compass in clear view of the pilot, or
  - b. Fabricate placard in conspicuous colour with the following words, using letters at least ½" high, and install this placard as described in para 2a.

**WARNING: SET CORRECT TRIM FOR TAKEOFF!**

(Swiss FOCA AD HB 2002-314 refers)

**Note:** Installation of trim warning system per PC-6 SB No.180 as mandated by DCA/PC6/21 constitutes terminating action for this AD. Following such modification the placard and AFM temporary revision TR-TRIM3 may be removed.**Compliance:** Within 50 hours TIS or by 31 August 2002, whichever occurs first.**Effective Date:** 25 July 2002**DCA/PC6/23A Aileron Bellcrank Bearings – Inspection****Applicability:** Model PC-6 series aircraft, S/Ns all through 939, and 2001 through 2092**Requirement:** To prevent increased friction in the aileron flight control system, inspect and replace components per Swiss AD HB 2002-642 and Pilatus PC-6 SB No. 27-001.

(Swiss FOCA AD HB 2002-642 and HB-2005-289 refers)

**Compliance:** Within the next 100 hours TIS or by 28 February 2003, whichever is the sooner, unless already accomplished.**Effective Date:** DCA/PC6/23 - 28 November 2002  
DCA/PC6/23A - 29 September 2005



**DCA/PC6/24A Integral Fuel Tank Ribs – Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns all through 939, and 2001 through 2092

**Requirement:** To prevent fuel tank pressure differentials from causing distortion of wing structure and the onset of fatigue cracking accomplish the following:

1. Inspect the ribs of the integral fuel tanks for cracking, and the top and bottom wing skins for distortion. If damage is found, repair before further flight.
2. If not already incorporated modify inboard fuel tank venting, per PC-6 SB No. 57-002 Part B and PC-6 SB No. 118.

(Swiss FOCA AD HB 2003-092 and HB-2005-289 refers)

**Compliance:**

1. By 30 June 2003, unless already accomplished.
2. By 30 September 2003, unless already accomplished.

**Effective Date:** DCA/PC6/24 - 27 February 2003  
DCA/PC6/24A - 29 September 2005

**DCA/PC6/25A Cancelled – Superseded by DCA/PC6/26**

**Effective Date:** 30 June 2005

**DCA/PC6/26 Stabilizer Trim Attachment Components – Inspection**

**Applicability:** Model PC-6 series aircraft, S/Ns up to and including 946.

Model PC-6 series aircraft, manufactured by Fairchild Industries, S/Ns 2001 to 2092.

**Requirement:** To prevent failure of the lower attachment bracket of the horizontal stabilizer actuator, which could result in loss of control of the aircraft, accomplish the following:

1. Perform an inspection for crack damage in the applicable stabilizer-trim attachment and structural components, per Pilatus PC-6 SB 53-001, revision 1. Replace any crack damaged components, in accordance with this service bulletin, prior to further flight.
2. Replace all Fairchild type connecting pieces P/N 6232.0026.xx installed in (Config 2) aircraft with Pilatus type connecting pieces, per SB 53-001, revision 1. Config 1 and 2 aircraft defined in SB 53-001.
3. Replace all fittings P/N 116.40.06.033 without an index after the P/N, with new fittings P/N 116.40.06.033 with an index after the P/N or with new fittings P/N 116.40.06.112.

**Note 1:** The P/N of Pilatus and Fairchild type connecting pieces P/N 6232.0026 and the bearing supports 6304.0023 usually have more than eight numbers. The last one or two digits of the part numbers can be different from item to item.

**Note 2:** After the effective date of this AD no person shall install any Fairchild type connecting pieces P/N 6232.0026.xx, or fittings P/N 116.40.06.033 without an index after the P/N, or any horizontal stabilizer held as spare, unless it has been identified, inspected and cracked components replaced, per paragraph 4 of SB 53-001 revision 1. (Swiss AD HB-2005-263 refers)

**Compliance:** 1, 2 & 3 At the next 100 hours inspection or by 30 September 2005, whichever occurs first, unless already accomplished.

**Effective Date:** 30 June 2005

**DCA/PC6/27 Rudder Bottom Nose Rib – Inspection**

- Applicability:** Model PC-6 series aircraft, S/Ns all through 684, and 2001 through 2092
- Requirement:** In order to prevent fatigue cracks in the rudder bottom nose rib, accomplish the following:
1. Inspect rudder bottom nose rib P/N 6302.26, per the instructions in Pilatus SB No. 80, dated April 1968.  
If cracks are found replace the nose rib, per SB No. 80, before further flight.
  2. Modify the rudder bottom nose rib, per the instructions in SB No. 80.  
(Swiss FOCA TM-L Nr: 80.627-6 Index 68-2 and HB-2005-289 refers)
- Compliance:**
1. Within the next 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, until requirement 2 has been accomplished.
  2. By 29 December 2005, unless already accomplished.
- Effective Date:** 29 September 2005

**DCA/PC6/28 Aileron Mass Balance Attach Bolts – Replacement**

- Applicability:** Model PC-6 series aircraft, S/Ns 342 through 675, and 2001 through 2092.
- Requirement:** To prevent the failure of the aileron balance weight attachment bolts P/N N-116, replace bolts, per Pilatus SB N. 81A, dated June 1968.  
(Swiss FOCA TM-L Nr: 80.627-6 Index 68-3 and HB-2005-289 refers)
- Compliance:** By 29 October 2005, unless already accomplished.
- Effective Date:** 29 September 2005

**DCA/PC6/29 Fuel Pressure Gauge – Modification**

- Applicability:** Model PC-6 series aircraft, S/Ns all through 728, and 2001 through 2092.
- Requirement:** Modify the fuel pressure gauge marking and amend the aircraft flight manual, per Pilatus Service Bulletin No. 110, date July 1971.  
(Swiss FOCA TM-L Nr: 80.627-6 Index 71-3 and HB-2005-289 refers)
- Compliance:** By 29 October 2005, unless already accomplished.
- Effective Date:** 29 September 2005

**DCA/PC6/30 Cancelled – DCA/PC6/32 refers**

**Effective Date:** 10 September 2007

**DCA/PC6/31 Cancelled – DCA/PC6/32 refers**

**Effective Date:** 10 September 2007

**DCA/PC6/32D Wing Strut Fittings – Inspection**

- Applicability:** Model PC-6 series aircraft, S/N 101 through to 999  
Model PC-6 series aircraft, S/N 2001 through to 2092 manufactured by Fairchild in the USA.
- Note 1:** No action required for those aircraft already in compliance with DCA/PC6/32C (EASA AD 2007-0241R3 refers). The requirements of this AD revised to remove the repetitive inspection and only mandate an initial inspection for those aircraft not already in compliance with DCA/PC6/32C. The mandatory repetitive inspections for wing strut fittings fitted to affected aircraft are specified in chapter 04-00-00 of Pilatus PC-6 Aircraft Maintenance Manual document no. 1975 revision 12 and in the Airworthiness Limitations (ALS) document no. 02334 revision 1 or later approved revisions of these documents.
- Requirement:** To prevent failure of the upper wing strut fittings due to the possibility of the wing strut spherical bearings being seized because of corrosion or being too loose, which may result in wing structural failure and loss of aircraft control, accomplish the following:
1. Accomplish a visual inspection of the upper wing strut fittings and the spherical bearing per the instructions in paragraph 3.A.(1) of Pilatus Aircraft Ltd. PC-6 SB No. 57-005 revision 2 dated 19 May 2008 or later approved revisions.  
  
If any cracks are found, replace the wing strut fitting per chapter 57-00-02 in the Pilatus Aircraft Ltd. PC-6 Aircraft Maintenance Manual (AMM) revision 9 dated 30 November 2008 or later approved revisions before further flight.
  2. Accomplish a visual and eddy current inspection of the upper wing strut fittings and inspect the spherical bearing per the instructions (a) to (i) in paragraph 3.A.(2) of SB No. 57-005.  
  
If any cracks are found, replace the wing strut fitting per chapter 57-00-02 in the PC-6 AMM before further flight.
- Note 2:** Requirements 1 and 2 are not applicable to aircraft already in compliance with AD DCA/PC-6/32C and those aircraft in compliance with the repetitive inspection requirements specified in chapter 04-00-00 of Pilatus PC-6 AMM and the Airworthiness Limitations document.  
(EASA AD 2007-0241R4 refers)
- Compliance:**
1. Before further flight after 10 September 2007 (the effective date of DCA/PC6/32) unless previously accomplished.
  2. Within the next 25 hours TIS, or 25 flight cycles, or one calendar month, whichever occurs sooner after 10 September 2007 (the effective date of DCA/PC6/32) unless previously accomplished.
- Effective Date:** DCA/PC6/32B - 31 July 2008  
DCA/PC6/32C - 28 May 2009  
DCA/PC6/32D - 30 September 2010

**DCA/PC6/33 Tail Landing Gear – Inspection**

- Applicability:** Model PC-6 series aircraft, S/N 101 through to 951  
Model PC-6 series aircraft manufactured by Fairchild, S/N 2001 through to 2092
- Requirement:** To prevent failure of the tail-wheel locking mechanism possibly resulting in loss of directional control during take-off or landing runs, accomplish the following:
1. Replace the screws and nuts which attach the locking plate to the locking lever on the tail-wheel locking mechanism, per the instructions in Pilatus PC-6 Service Bulletin (SB) No. 32-001 and install a placard on the tail-wheel mudguard in accordance with paragraph 3.C. of SB No. 32-001.
  2. Locking lever assemblies P/N 6403.0094.00 or P/N 114.45.06.077 or tail landing gear assemblies P/N 6403.0067.xx or P/N 114.45.06.050 shall not be fitted to any aircraft unless the assembly has been modified in accordance with paragraph 4. of SB No. 32-001.
- Note:** The letter “x” in P/N 6403.0067.xx stands for a numeral varying from 0 to 9.  
(EASA AD 2008-0070 refers)
- Compliance:**
1. Within the next 100 hours TIS.
  2. From the effective date of this AD.
- Effective Date:** 29 April 2008

**DCA/PC6/34 Self-locking Nuts – Inspection**

- Applicability:** Model PC-6 series aircraft, S/N 101 through to 949  
Model PC-6 series aircraft manufactured by Fairchild, S/N 2001 through to 2092.
- Requirement:** To prevent self-lock nuts P/N 938.07.65.105 becoming loose and possibly resulting in a hazardous situation, accomplish the following:
1. Inspect and modify the fastener assemblies per the instructions in paragraph 3 of Pilatus PC-6 Service Bulletin (SB) No. 53-002 revision 2.
  2. A water tank assembly or a hydraulic pump assembly shall not be fitted to any aircraft unless modified per the instructions in paragraph 4 of SB No. 53-002.
- (EASA AD 2008-0083 refers)
- Compliance:**
1. By 29 May 2009.
  2. From 29 May 2008.
- Effective Date:** 29 May 2008

**DCA/PC6/35 Flap Control Leaf Springs – Inspection**

- Applicability:** Model PC-6 series aircraft, S/N 101 through to 999 and  
Model PC-6 series aircraft manufactured by Fairchild Industries, S/N 2001 through to 2092  
Fitted with mechanically operated flaps with leaf springs P/N 6232.0175.01 in the overhead flap-operating mechanism.
- Requirement:** To prevent failure of a flap control leaf spring causing an uncommanded flap retraction which could result in a hazardous situation in a critical phase of flight and subsequent loss of aircraft control, accomplish the following:
1. Inspect the leaf springs P/N 6232.0175.01 initial issue or later approved revisions for any signs of cracks in the radii, per the instructions in paragraph 3.B. of Pilatus PC-6 Service Bulletin (SB) No. 27-002.  
If any cracks are found, replace the leaf spring per the instructions in paragraph 3.A. to D. of SB No. 27-002, before further flight.
  2. A leaf spring P/N 6232.0175.01 shall not be fitted to any aircraft unless requirement 1 of this AD has been accomplished.
- Note:** The embodiment of modification No. EC08-0510 per the instructions in Pilatus PC-6 SB No. 27-003 is a terminating action to the repetitive inspection requirements of this AD.  
(Swiss FOCA AD HB-2008-242 refers)
- Compliance:**
1. Before further flight and thereafter at intervals not to exceed 25 hours TIS.
  2. From 8 July 2008.
- Effective Date:** 8 July 2008

**DCA/PC6/36 Brake Pedals – Inspection**

- Applicability:** Model PC-6 series aircraft, S/N 101 through to 950, and  
Model PC-6 series aircraft manufactured by Fairchild Industries, S/N 2001 through to 2092.
- Requirement:** To prevent restricted brake pedal movement resulting in reduced braking capability, accomplish the following:
1. Check the brake pedals for full and free movement per the instructions in Pilatus PC-6 SB No. 32-002 revision 2.  
If any brake pedal is stiffness or limited movement is found, accomplish the instructions in paragraph 3.C. of SB No. 32-002, before further flight.
  2. Pilot/co-pilot rudder bars and brake pedal assemblies P/N 6232.0011.00, 6232.0255.52, 116.35.06.050, 116.35.06.053 and 116.35.06.054 shall not be fitted to any aircraft unless the instructions in paragraph 4. of SB No. 32-002 have been accomplished.  
(EASA AD 2008-0171 refers)
- Compliance:**
1. Within the next 100 hours TIS or by 25 September 2009 whichever occurs sooner.
  2. From 25 September 2008.
- Effective Date:** 25 September 2008

**DCA/PC6/37      Cancelled – EASA AD 2012-0268 refers**

**Effective Date:** 2 January 2013

**DCA/PC6/38      Elevator and Rudder Hinge Bolts – Inspection**

**Applicability:** Model PC-6 series aircraft, all S/N.

**Requirement:** To prevent failure of the elevator and rudder hinge bolts, accomplish the following:

1. Install new elevator and rudder hinge bolt locking screws and modify the hinge bolt installation per the instructions in Pilatus PC-6 SB No. 55-001 revision 1, dated 25 November 2011 or later approved revisions.
2. For aircraft that have been modified before the effective date of this AD per the instructions in Pilatus PC-6 SB No. 55-001 initial issue, install new elevator and rudder hinge bolt locking screws per the instructions in PC-6 SB No. 55-001 revision 1 or later approved revisions.

(EASA AD 2011-0230 refers)

- Compliance:**
1. By 26 March 2012
  2. By 26 July 2012

**Effective Date:** 26 January 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at

<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

- 2012-0268**      **Cancelled – EASA AD 2014-0181 refers**  
**Effective Date:**    14 August 2014
- 2013-0057**      **Air Inlet Screen – Inspection**  
**Applicability:**      PC-6 B2/H2 and B2/H4 aircraft, all S/N embodied with DGAC France STC IM23-SF-0127.  
**Effective Date:**      25 March 2013
- 2013-0115-E**    **Riveted Structural Parts – Inspection**  
**Applicability:**      PC-6/B2-H4 aircraft, S/N 735, 863, 909, 923, 948, 956, 958, 977, 978, 979, 980, 981, 982, 985 and 986.  
**Effective Date:**      30 May 2013
- \* 2014-0181**    **Cancelled – EASA AD 2018-0285 refers**  
**Effective Date:**      31 January 2019
- 2016-0183**      **Aileron Mass Balance Counterweight Attachment – Inspection**  
**Applicability:**      All PC-6 series aircraft, all S/N delivered before 1 January 2016.  
**Effective Date:**      27 September 2016
- 2016-0202-E**    **Stabiliser Trim Attachment Structure – Inspection**  
**Applicability:**      All PC-6 series aircraft, all S/N.  
**Effective Date:**      11 October 2016
- 2018-0217**      **Horizontal Stabiliser Hinge Bracket Assembly – Inspection**  
**Applicability:**      All PC-6 series aircraft, all S/N.  
**Effective Date:**      25 October 2018
- 2018-0222**      **Rudder Shaft Assembly Rivet Configuration – Inspection**  
**Applicability:**      All PC-6 series aircraft, all S/N.  
**Effective Date:**      2 November 2018
- 2018-0235**      **Flap Actuator / Pushrod Assembly Taper Pins – Inspection**  
**Applicability:**      All PC-6 series aircraft, all S/N, except those aircraft fitted with electrically operated flaps.  
**Effective Date:**      29 November 2018
- \* 2018-0285**    **Airworthiness Limitations – Amendment**  
**Applicability:**      All PC-6 series aircraft, all S/N.  
**Effective Date:**      31 January 2019