

2009-26-05 Pilatus Aircraft Ltd: Amendment 39-16140; Docket No. FAA- 2009-0938; Directorate Identifier 2009-CE-052-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 1, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model PC-7 airplanes, manufacturer serial numbers 101 through 618 that are:

(1) Equipped with main-gear support struts part number (P/N) 532.10.09.039 or P/N 114.48.07.127; and

(2) Certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 32: Landing Gear.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

This Airworthiness Directive (AD) is prompted due to the discovery of cracks caused by stress corrosion in the main-gear support struts. All the main-gear support struts that had cracks were made from material AA2024-T351 which has a lower resistance to stress corrosion cracking.

Such cracks, if undetected, could lead to the failure of the strut during landing which could then cause the Main Landing Gear (MLG) to collapse.

In order to correct and control the situation, this AD mandates the identification of the main-gear support struts to check if they have rounded clevis lugs and a Non-Destructive Inspection (NDI) procedure on the main-gear support struts if they have chamfered clevis lugs.

For main-gear support struts with chamfered clevis lugs that show cracks during the NDI, the MCAI also requires replacing any cracked main-gear support struts with parts of improved design. You may obtain further information by examining the MCAI in the AD docket.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within the next 30 hours time-in-service (TIS) after February 1, 2010 (the effective date of this AD) or within the next 30 days after February 1, 2010 (the effective date of this AD), whichever occurs first, visually inspect the left and right main- gear support struts to determine if they have rounded or chamfered clevis lugs. Do the inspection following paragraph 3.A. of Pilatus PC-7 Service Bulletin No. 32-024, Rev. No. 1, dated November 17, 2008.

(2) Based on the results of the inspection required in paragraph (f)(1) of this AD, if the main-gear support strut has rounded clevis lugs, no further action is required except the requirement specified in paragraph (f)(4) of this AD still applies. Make an entry in the airplane logbook to show compliance with this AD. Based on the reports of the results of the inspection required by this AD, further rulemaking action may be taken to mandate repetitive inspections or terminating action.

(3) Based on the results of the inspection required in paragraph (f)(1) of this AD, if the main-gear support strut has chamfered clevis lugs, before further flight do a Non-Destructive Inspection (NDI). Do the NDI following paragraphs 3.B. through 3.E. of Pilatus PC-7 Service Bulletin No. 32-024, Rev. No. 1, dated November 17, 2008.

(i) If cracks are found during the inspection required in paragraph (f)(3) of this AD:

(A) Before further flight after the inspection, replace any cracked main-gear support struts with new main-gear support struts, P/N 532.10.09.128. Do the replacement following Pilatus PC-7 Service Bulletin No. 32-025, Rev. No. 1, dated November 17, 2008.

(B) Within the next 10 days after the inspection, report the cracks to Pilatus Aircraft LTD., Customer Liaison Manager, CH-6371 STANS, Switzerland, using the Crack Report Form (Figure 4) in Pilatus PC-7 Service Bulletin No. 32-024, Rev. No. 1, dated November 17, 2008.

(ii) If no cracks are found during the inspection required in paragraph (f)(3) of this AD, no further action is required. Make an entry in the airplane logbook to show compliance with this AD.

(4) As of 30 days after February 1, 2010 (the effective date of this AD), do not install any main-gear support struts, P/N 532.10.09.039 or P/N 114.48.07.127, with chamfered clevis lugs.

Note 1: If you have any main-gear support struts, P/N 532.10.09.039 or P/N 114.48.07.127, with chamfered clevis lugs held as spares, you may return them to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 STANS, Switzerland, for replacement with a new main-gear support strut, P/N 532.10.09.128.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Send information to Attn: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; e-mail: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Federal Office of Civil Aviation AD HB-2009- 011, dated September 10, 2009; and Pilatus PC-7 Service Bulletin No. 32-024, Rev. No. 1, dated November 17, 2008; and Pilatus PC-7 Service Bulletin No. 32-025, Rev. No. 1, dated November 17, 2008, for related information.

Material Incorporated by Reference

(i) You must use Pilatus PC-7 Service Bulletin No. 32-024, Rev. No. 1, dated November 17, 2008; and Pilatus PC-7 Service Bulletin No. 32-025, Rev. No. 1, dated November 17, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pilatus Aircraft LTD., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 62 08; fax: +41 (0)41 619 73 11; Internet: <http://www.pilatus-aircraft.com/>, or e-mail: snolan@pilatus-aircraft.com.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.