

**STRUCTURAL, COMPONENT AND MISCELLANEOUS
AIRWORTHINESS LIMITATIONS**

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References

Table 1 References

Data module/Technical publication	Title
<u>12-A-05-20-30-00A-280A-A</u>	<u>SUPPLEMENTAL STRUCTURAL INSPECTION DOCUMENT - INSPECTIONS</u>
<u>12-A-20-40-00-00A-901A-A</u>	<u>CORROSION CONTROL - MAINTENANCE PRACTICES</u>
<u>12-A-27-00-01-00A-352A-A</u>	<u>FLIGHT CONTROLS – CONTROL RODS - MAGNETIC PARTICLE INSPECTION</u>
<u>12-A-27-00-01-00A-353A-A</u>	<u>FLIGHT CONTROLS – CONTROL RODS - EDDY CURRENT INSPECTION</u>
<u>12-A-27-10-00-00A-310A-A</u>	<u>AILERON CONTROL SYSTEM - EXAMINE</u>
<u>12-A-27-10-08-00A-352B-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - MAGNETIC PARTICLE INSPECTION</u>
<u>12-A-27-10-08-00A-353A-A</u>	<u>AILERON CONTROL SYSTEM – OUTER WING BELLCRANK - EDDY CURRENT INSPECTION</u>
<u>12-A-27-10-08-00A-353B-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - EDDY CURRENT INSPECTION</u>

<u>Data module/Technical publication</u>	<u>Title</u>
<u>12-A-27-10-09-00A-353A-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE CABLE QUADRANT - EDDY CURRENT INSPECTION</u>
<u>12-A-27-20-00-00A-310A-A</u>	<u>RUDDER CONTROL SYSTEM - EXAMINE</u>
<u>12-A-27-20-04-00A-353A-A</u>	<u>RUDDER CONTROL SYSTEM – BELLCRANK - EDDY CURRENT INSPECTION</u>
<u>12-A-27-20-05-00A-310A-A</u>	<u>RUDDER CONTROL SYSTEM – CABLE QUADRANT - EXAMINE</u>
<u>12-A-27-30-00-00A-310A-A</u>	<u>ELEVATOR CONTROL SYSTEM - EXAMINE</u>
<u>12-A-27-30-05-00A-353A-A</u>	<u>ELEVATOR CONTROL SYSTEM – CONTROL LEVER - EDDY CURRENT INSPECTION</u>
<u>12-A-27-40-00-00A-903A-A</u>	<u>HORIZONTAL STABILIZER TRIM - ADJUSTMENT/ TEST</u>
<u>12-A-27-40-02-00A-920A-A</u>	<u>HORIZONTAL STABILIZER TRIM – TRIM ACTUATOR FAILSAFE PLATES - REMOVAL/INSTALLATION</u>
<u>12-A-27-51-00-00A-310A-A</u>	<u>FLAP DRIVE SYSTEM - EXAMINE</u>
<u>12-A-27-51-00-00A-313A-A</u>	<u>FLAP DRIVE SYSTEM - IN SITU INSPECTION/CHECK</u>
<u>12-A-27-51-00-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM - IN SITU EDDY CURRENT INSPECTION</u>
<u>12-A-27-51-01-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – INBOARD MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-A-27-51-02-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – CENTER MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-A-27-51-03-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – OUTBOARD MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-A-32-10-00-00A-310A-A</u>	<u>MLG Assembly Bolts aand Nuts - Examine</u>
<u>12-A-32-20-06-00A-313A-A</u>	<u>DRAG LINK RIGHT PART - INSPECTION/CHECK</u>
<u>12-A-52-10-00-00A-310A-A</u>	<u>PASSENGER/CREW DOOR - EXAMINE</u>
<u>12-A-52-20-00-00A-310A-A</u>	<u>EMERGENCY EXIT - EXAMINE</u>
<u>12-A-52-30-00-00A-310A-A</u>	<u>CARGO DOOR - EXAMINE</u>
<u>12-A-53-00-00-00A-310A-A</u>	<u>FUSELAGE - ANTENNA STRUCTURE – EXAMINE</u>
<u>12-A-53-00-00-00A-353A-A</u>	<u>FUSELAGE - ANTENNA STRUCTURE – EDDY CURRENT INSPECTION</u>
<u>12-A-53-10-00-00A-310A-A</u>	<u>FORWARD FUSELAGE - EXAMINE</u>
<u>12-A-53-10-06-01A-353A-A</u>	<u>FORWARD FUSELAGE – FRAME 10 LONGERONS - EDDY CURRENT INSPECTION</u>
<u>12-A-53-10-16-00A-310A-A</u>	<u>FORWARD FUSELAGE – WINDOW STRUCTURE - EXAMINE</u>
<u>12-A-53-20-00-00A-310A-A</u>	<u>CENTER FUSELAGE - EXAMINE</u>
<u>12-A-53-20-02-00A-310A-A</u>	<u>CENTER FUSELAGE FRAMES – CARRY THROUGH FRAMES - EXAMINE</u>

<u>Data module/Technical publication</u>	<u>Title</u>
<u>12-A-53-20-02-00A-353A-A</u>	<u>CENTER FUSELAGE FRAMES – CARRY THROUGH FRAMES - EDDY CURRENT INSPECTION</u>
<u>12-A-53-30-00-00A-310A-A</u>	<u>REAR FUSELAGE - EXAMINE</u>
<u>12-A-53-30-02-00A-353A-A</u>	<u>REAR FUSELAGE FRAMES - EDDY CURRENT INSPECTION</u>
<u>12-A-55-00-00-00A-353A-A</u>	<u>VERTICAL STABILIZER ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION</u>
<u>12-A-55-20-00-00A-310A-A</u>	<u>ELEVATORS - EXAMINE</u>
<u>12-A-55-20-01-00A-353A-A</u>	<u>ELEVATOR DRIVE LEVER AND HINGE - EDDY CURRENT INSPECTION</u>
<u>12-A-55-30-00-00A-310A-A</u>	<u>VERTICAL STABILIZER - EXAMINE</u>
<u>12-A-55-30-02-00A-353A-A</u>	<u>VERTICAL STABILIZER – PITCH TRIM ACTUATOR ATTACHMENT - EDDY CURRENT INSPECTION</u>
<u>12-A-55-30-03-00A-353A-A</u>	<u>VERTICAL STABILIZER SPARS - EDDY CURRENT INSPECTION</u>
<u>12-A-55-40-00-00A-310A-A</u>	<u>RUDDER - EXAMINE</u>
<u>12-A-55-40-05-00A-353A-A</u>	<u>RUDDER HINGE - EDDY CURRENT INSPECTION</u>
<u>12-A-56-00-00-00A-313A-A</u>	<u>WINDOWS - INSPECTION/CHECK</u>
<u>12-A-56-11-01-00A-310A-A</u>	<u>WINDSHIELD - EXAMINE</u>
<u>12-A-56-11-02-00A-310A-A</u>	<u>COCKPIT SIDE WINDOWS - EXAMINE</u>
<u>12-A-57-00-00-00A-310A-A</u>	<u>WINGS - EXAMINE</u>
<u>12-A-57-00-03-00A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION</u>
<u>12-A-57-00-03-01A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS – HOLLOW BOLTS - EDDY CURRENT INSPECTION</u>
<u>12-A-57-20-05-00A-353A-A</u>	<u>WING STRUCTURE – RIBS - EDDY CURRENT INSPECTION – RIB 6 STRAP</u>
<u>12-A-57-20-10-00A-353A-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – MAIN SPAR - EDDY CURRENT INSPECTION</u>
<u>12-A-57-20-10-00A-353B-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – REAR SPAR - EDDY CURRENT INSPECTION</u>
<u>12-A-57-20-10-00A-353C-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – REAR SPAR - EDDY CURRENT INSPECTION</u>
<u>12-A-57-20-10-00A-353D-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – MAIN SPAR – RIB 6 STRAP FASTENER - EDDY CURRENT INSPECTION</u>
<u>12-A-57-60-00-00A-310A-A</u>	<u>AILERONS - EXAMINE</u>
<u>12-A-57-60-06-00A-353A-A</u>	<u>AILERON HINGE - EDDY CURRENT INSPECTION</u>

Effectivity: ALL

12-A-04-00-00-00A-000A-A

Data module/Technical publication	Title
<u>12-A-71-00-05-00A-352A-A</u>	<u>POWERPLANT MOUNTING FRAME - MAGNETIC PARTICLE INSPECTION</u>

Description

1 General

The Airworthiness Limitations section is EASA approved and variations must also be approved.

The Airworthiness Limitations section is also FAA approved for US registered aircraft in accordance with FAR 21.29.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Parts 43.16 and 91.403 of the Federal Aviation Regulations unless an alternate program has been FAA approved.

Refer to the Pilot's Operating Handbook/Airplane Flight Manual for the approved seats and seat limitations.

On PC-12/47 aircraft, do not install the following components:

Nose Landing Gear

532.20.12.038 with serial numbers AM 001 thru 054 (Ref. Pilatus Service Bulletin 32-016).

532.20.12.039 with serial numbers AM 001 thru 054 (Ref. Pilatus Service Bulletin 32-016).

532.20.12.140 all (Ref. Pilatus Service Bulletin 32-014).

Main Landing Gear

532.10.12.049 with serial numbers AM 001 thru 053 (Ref. Pilatus Service Bulletin 32-015/016/018).

532.10.12.050 with serial numbers AM 001 thru 053 (Ref. Pilatus Service Bulletin 32-015/016/018).

532.10.12.077 with serial numbers AM 001 thru 229 and all without primer and painted head (Ref. Pilatus Service Bulletin 32-012/018).

532.10.12.110 without marking "AT" or "VLG" (Ref. Pilatus Service Bulletin 32-015).

Main Landing Gear Shock Absorber

532.10.12.175 with serial numbers AM 001 thru 107 (Ref. Pilatus Service Bulletin 32-016).

Main Landing Gear Actuators

960.30.01.103 with serial numbers 830E thru 881E (Ref. Pilatus Service Bulletin 32-017).

Flaps

FCWU 99-3 with serial numbers lower than 10000 and all Vickers Flap Actuators (P/N's 978.73.20.301, 978.73.20.302/303/304 and 306).

2 Structural Limitations

Table 2 Structural Limitations

Structure	Life
Fuselage and associated structure	Pre SB 04-009 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Wing structure	Pre SB 04-009 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Tail structure	Pre SB 04-009 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Beyond 25,000 flying hours or 30,000 landings (whichever comes first) refer to the Supplemental Structural Inspection Document (SSID) at Para 5 and 12-A-05-20-30-00A-280A-A for supplemental structural inspections.	

3 Component Limitations

Table 3 Component Limitations

Component	Life Limit
Engine rotor components	P&WC SB 14002 (latest revision)
Engine mounting frame	Pre SB 04-009 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Beyond 25,000 flying hours or 30,000 landings (whichever comes first) refer to the Supplemental Structural Inspection Document (SSID) at Para 5 and 12-A-05-20-30-00A-280A-A for supplemental structural inspections.	
Engine mounting frame, replace all bolts, washers and nuts	11,000 flying hours
Pitch trim actuator	20,000 flying hours or 27,000 landings, whichever comes first
Flap actuator (P/N 978.73.20.307, 308 and 309) (black anodized)	20,000 flying hours or 27,000 landings, whichever comes first
Fire extinguisher	10 years (elapsed). See Note 1 below.
Oxygen bottle	15 years (elapsed)
NLG upper right hand drag link (P/N 532.20.12.140) (Pre SB 32-014)	4,000 landings
Cargo door lower lug fittings (Qty 3)	13,000 flying hours or 17,000 landings, whichever comes first
Backrest tubes on crew seats with a recline system (Seat P/N's 959.30.01.111, 112, 121 and 122)	5,000 flying hours
Backrest tubes on crew seats without a recline system (Seat P/N's 959.30.01.131, 132, 133 and 134)	10,000 flying hours
Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPC 12-20-00-07). Refer to AMM 12-A-27-40-02-00A-920A-A for fail safe plate removal/installation.	10,000 flying hours

Component	Life Limit
Nose landing gear torque tube (P/N 532.50.12.047)	11,000 flying hours or 15,000 landings or 10 years installed, whichever comes first.
Note 1	
Fire extinguishers that are 10 years or older must be replaced by 30 June 2013.	

4 Miscellaneous Limitations

Table 4 Miscellaneous Limitations

Component	Limitation	Procedure
Inboard flap drive arms	Every 150 flying hours or Annual Inspection (whichever comes first)	In-situ Inspection/Check, AMM <u>12-A-27-51-00-00A-313A-A</u>
Cockpit outer side, DV windows and cabin windows	If cracked	Replace
Cockpit inner and outer side, DV windows and cabin windows	If chipped, cracked (only for inner side windows), crazing, scratched, bubbles or delaminated	Refer to AMM <u>12-A-56-00-00-00A-313A-A</u> for limitations
Windshield LH and RH	If cracked in inner lamination	Replace
	If cracked in outer lamination	Only unpressurized flight is permitted up to the next scheduled inspection providing it does not cause visual problems
Horizontal stabilizer trim	Every 3,000 flying hours or at Annual Inspection, whichever comes first	Functional test of Trim Runaway Aural Warning System (FAA CMR) in accordance with AMM <u>12-A-27-40-00-00A-903A-A</u>
Main landing gear leg forward attachment bolt and rear attachment bolt and nut	6 years See Note 3 below	Examine (refer to AMM <u>12-A-32-10-00-00A-310A-A</u>)
Main landing gear actuator top and bottom attachment bolts and nuts	6 years See Note 3 below	Examine (refer to AMM <u>12-A-32-10-00-00A-310A-A</u>)
Main landing gear shock absorber top and bottom attachment bolts and nuts	At Annual Inspection	Examine (refer to AMM <u>12-A-32-10-00-00A-310A-A</u>)
NLG upper right hand drag link (P/N 532.20.12.289 or 532.20.12.140)	Initially 2,000 flying hours or 2,500 landings (installed) whichever comes first, then every 300 flying hours or 400 landings, whichever comes first	Inspection/check (refer to AMM <u>12-A-32-20-06-00A-313A-A</u>).
Oxygen bottle	Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com)	Hydrostatic test. Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com).
Pitch trim actuator (P/N 978.73.14.201)	1,500 flying hours	Overhaul

Component	Limitation	Procedure
Pitch trim actuator (P/N 978.73.14.202 and 978.73.14.203)	5,000 flying hours or 5 years (installed) whichever comes first or 4,200 flying hours or 6 years (installed) whichever comes first or 3,400 flying hours or 7 years (installed) whichever comes first	Overhaul
Wing Main Spar Fastener Holes Strap Rib 6	Threshold 16,000 wing flying hours or 22,500 wing landings, whichever comes first. All wings with no landing records must apply a calculated applicable landings equal to 2 x flying hours. See Notes 1 and 2 below	Eddy current inspection, AMM <u>12-A-57-20-10-00A-353D-A</u> No cracks are permitted. If you find cracks contact Pilatus Aircraft for advice.

Note 1

The inspection is applicable to all aircraft except MSN 170, 222, 233, 234, 237, 240, 244, 250 and 324 which have performed the inspection as part of a fleet leader inspection survey and aircraft that have performed Service Bulletin 04-009 Revision 1 or later.

Note 2

Wings with more than 15,500 flying hours or 22,000 landings, whichever comes first, must perform the inspection within the next 500 flying hours or 500 landings, whichever comes first.

Note 3

Aircraft with attachment bolts and nuts that are 6 years or older must be examined by 30 June 2016.

5 Supplemental Structural Inspection Document

This section and AMM 12-A-05-20-30-00A-280A-A give the additional structural and component life limits and the supplemental inspections needed for aircraft that have 25,000 flying hours or 30,000 landings or more and forms the Supplemental Structural Inspection Document (SSID) needed to increase the life of the airframe.

Service Bulletin 04-009 must be accomplished to allow an aircraft to be operated up to 25,000 flying hours or 30,000 landings, whichever comes first.

Only authorised Pilatus Service Centers can do the SSID, see Para 5.2.

5.1 Limit of Validity

The limit of validity (LOV) of the SSID is 50,000 flying hours or 60,000 landings, whichever comes first. The part of the SSID for the wing structure (without systems and control system structure such as flaps and ailerons) has a lower LOV of 35,000 flying hours or 43,000 landings, whichever comes first.

5.2 Authorisation

Only Pilatus authorised Service Centers can do the SSID as defined in Para 7 and in AMM 12-A-05-20-30-00A-280A-A.

5.3 Deviation from Type Design

Deviations from the Type Design in critical locations could make the aircraft ineligible for this life extension. Therefore:

- (a) all concessions,
- (b) all repairs, alterations and modifications,
- (c) all STC installations

must be assessed to find out if the aircraft will be eligible for this life extension. The owner/operator is responsible to organize these assessments well in advance of the first SSID inspection. There must be a clear statement for the specific aircraft MSN available which states that the aircraft with (a), (b) and (c) is eligible for this life extension.

The assessments can be done as follows for:

- (a) Concessions - Only Pilatus can do this assessment. Pilatus shall be approached at least 5 months in advance.
- (b) Repairs, alterations and modifications - Any Authority approved Design Organization or equivalent can do this assessment.
- (c) For the aircraft modifications of the STC any Authority approved Design Organization or equivalent can do this assessment. For the part of the STC itself the STC holder(s) only must do this assessment.

On request, Pilatus can do the assessments for items (b) and the first part of (c) in addition to (a) above, provided sufficient information is given.

5.4 Supplemental Corrosion Prevention and Control Program (CPCP)

The maximum corrosion level to be maintained is Corrosion Level 1. Refer to AMM 12-A-20-40-00-00A-901A-A for Corrosion Control Maintenance Practices.

The supplemental CPCP inspection tasks are identified in the column where a calendar time interval is given. The following additional threshold inspection requirement is applicable for all those CPCP inspection tasks:

- the CPCP inspection task must be accomplished 6 years after Service Bulletin 04-009 has been accomplished
- the CPCP inspection task must not be accomplished before the aircraft reaches 25,000 flying hours or 30,000 landings.

5.5 Damage Tolerance Evaluation

The entire aircraft structure is subject to Damage Tolerance Evaluation when modified or repaired, except for life limited components as listed in Table 3 and Table 5, which remain as safe-life.

6 Component Life

Table 5 Component Life

Task No.	Component	Life (whichever comes first)	
		Flying Hours	Landings
27-50/414	Flaps - Life Limit (discard)	25,000	30,000
55-10/415	Horizontal Stabilizer - Life Limit (discard)	25,000	30,000
32-20/416	NLG Upper Right Hand Drag Link (except for P/N 532.20.12.140) - Life Limit (discard)	25,000	30,000
32-30/417	MLG Actuator - Life Limit (discard)	25,000	30,000
29-10/418	Nitrogen accumulator - Life Limit (discard)	25,000	30,000

7 Inspection Program

Only Pilatus authorised Service Centers can do this SSID:

Table 6 Supplemental Structural Inspection Program

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
32-10/345	Main landing gear - Overhaul CMM 02099 Inspection kit P/N 500.60.12.027	25,000	30,000	8,300	10,000	6
32-10/346	MLG Yoke fitting lugs - Eddy Current Inspection CMM 02099	25,000	30,000	8,300	10,000	-
32-10/347	MLG Trailing Link - Eddy Current Inspection CMM 02099	25,000	30,000	8,300	10,000	-
52-10/348	Passenger/crew door - Examine all structural elements <u>AMM 12-A-52-10-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
52-20/349	Emergency door - Examine all structural elements <u>AMM 12-A-52-20-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
52-30/350	Cargo door - Examine all structural elements <u>AMM 12-A-52-30-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
53-00/351	Upper Longerons Frame 10 - Eddy Current Inspection AMM <u>12-A-53-10-06-01A-353A-A</u> Inspection kit P/N 500.60.12.032	25,000	30,000	12,500	15,000	-
53-00/352	Fuselage Frames 10 to 16 - Examine all structural elements AMM <u>12-A-53-10-00-00A-310A-A</u> Inspection kit P/N 500.60.12.033	32,500	42,000	12,500	15,000	6
53-00/353	Fuselage Frames 16 to 36 - Examine all structural elements AMM <u>12-A-53-20-00-00A-310A-A</u> Inspection kit P/N 500.60.12.041	32,500	42,000	12,500	15,000	6
53-00/354	Fuselage Frames 36 to 43 - Examine all structural elements AMM <u>12-A-53-30-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
53-00/355	Antenna Structure - Examine AMM <u>12-A-53-00-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
53-00/356	Antenna - Bottom fuselage skin - Eddy Current Inspection AMM <u>12-A-53-00-00-00A-353A-A</u>	28,300	37,000	8,300	10,000	-
53-00/357	Antenna - Upper fuselage skin - Eddy Current Inspection AMM <u>12-A-53-00-00-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
53-00/358	Upper Flange Carry Through Frames 21 and 24 - Examine AMM <u>12-A-53-20-02-00A-310A-A</u> Inspection kit P/N 500.50.12.327	30,000	39,000	10,000	12,000	6
53-00/359	Frames 21 and 24 Wing Attachments - Eddy Current Inspection AMM <u>12-A-53-20-02-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
53-00/360	Frames 21 and 24 Side Frame Attachments - Eddy Current Inspection AMM <u>12-A-53-20-02-00A-353A-A</u>	30,000	39,000	10,000	12,000	-

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
53-00/361	Frames 41 and 43 Stabilizer Attachment - Eddy Current Inspection AMM <u>12-A-53-30-02-00A-353A-A</u> or AMM <u>12-A-55-30-03-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-20/362	Elevator - Examine AMM <u>12-A-55-20-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
27-30/363	Elevator - Control System - Examine AMM <u>12-A-27-30-00-00A-310A-A</u> Inspection kit P/N 500.50.12.319	32,500	42,000	12,500	15,000	6
27-30/364	Elevator Control Rods - Eddy Current Inspection AMM <u>12-A-27-00-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
27-30/365	Elevator Control Rods - Magnetic Particle Inspection AMM <u>12-A-27-00-01-00A-352A-A</u>	32,500	42,000	12,500	15,000	-
27-30/366	Elevator Control Lever - Eddy Current Inspection AMM <u>12-A-27-30-05-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-20/367	Elevator Drive Lever - Eddy Current Inspection AMM <u>12-A-55-20-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-20/368	Elevator Hinges - Eddy Current Inspection AMM <u>12-A-55-20-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-30/369	Vertical Stabilizer - Examine AMM <u>12-A-55-30-00-00A-310A-A</u> Inspection kit P/N 500.50.12.325	32,500	42,000	12,500	15,000	6
55-30/370	Vertical Stabilizer Main and Rear Spar Attachment to Fuselage - Eddy Current Inspection AMM <u>12-A-53-30-02-00A-353A-A</u> or AMM <u>12-A-55-30-03-00A-353A-A</u>	32,500	42,000	12,500	15,000	-

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
55-30/371	Vertical Stabilizer Main Attachment to Horizontal Stabilizer - Eddy Current Inspection <u>AMM 12-A-55-00-00-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-30/372	Vertical Stabilizer Pitch Trim Actuator Fitting and Attachment - Eddy Current Inspection <u>AMM 12-A-55-30-02-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-40/373	Rudder - Examine <u>AMM 12-A-55-40-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
27-20/374	Rudder Control System - Examine <u>AMM 12-A-27-20-00-00A-310A-A</u> Inspection kit P/N 500.50.12.318	32,500	42,000	12,500	15,000	6
27-20/375	Rudder Bellcranks - Eddy Current Inspection <u>AMM 12-A-27-20-04-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
27-20/376	Rudder Cable Quadrant Shear Spigot - Examine <u>AMM 12-A-27-20-05-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
55-40-377	Rudder Hinges - Eddy Current Inspection <u>AMM 12-A-55-40-05-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
56-11/378	Windshield LH and RH and Cockpit Side Windows - Examine with windshield and side windows removed <u>AMM 12-A-56-11-01-00A-310A-A</u> and <u>AMM 12-A-56-11-02-00A-310A-A</u> and <u>AMM 12-A-53-10-16-00A-310A-A</u> Inspection kit P/N 500.50.12.326	32,500	42,000	12,500	15,000	6
57-00/379	Wing - Examine all structural elements Rib 1 to Rib 20 <u>AMM 12-A-57-00-00-00A-310A-A</u>	30,000	39,000	10,000	12,000	6

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
57-00/380	Wing Main and Rear Spar to Fuselage Attachment - Eddy Current Inspection <u>AMM 12-A-57-00-03-00A-353A-A</u> and <u>AMM 12-A-57-00-03-01A-353A-A</u> Inspection kit P/N 500.60.12.004 wing attachment Inspection kit P/N 500.60.12.007 double bush	30,000	39,000	10,000	12,000	-
57-00/382	Wing Rear Spar at Rib 8 Flap Arm Attachment - Eddy Current Inspection <u>AMM 12-A-57-20-10-00A-353C-A</u>	25,000	30,000	12,500	15,000	-
57-00/383	Wing Main Spar Fastener Holes Rib 1 thru Rib 6 - Eddy Current Inspection <u>AMM 12-A-57-20-10-00A-353A-A</u> Inspection kit P/N 500.60.12.030 or Inspection kit P/N 500.60.12.020	25,000	30,000	3,300	4,000	-
57-00/384	Wing Main Spar Fastener Holes Strap Rib 6 - Eddy Current Inspection <u>AMM 12-A-57-20-05-00A-353A-A</u> Inspection kit P/N 500.60.12.031 or Inspection kit P/N 500.60.12.043	25,000	30,000	3,300	4,000	-
57-00/385	Wing Rear Spar Fastener Holes Rib 2 thru Rib 3 - Eddy Current Inspection <u>AMM 12-A-57-20-10-00A-353B-A</u>	25,000	30,000	12,500	15,000	-
27-50/386	Flap Mechanism - Examine <u>AMM 12-A-27-51-00-00A-310A-A</u> Inspection kit P/N 500.60.12.021 Inspection kit P/N 500.60.12.022 Inspection kit P/N 500.60.12.023 Inspection kit P/N 500.60.12.024 Inspection kit P/N 500.60.12.025	30,000	39,000	10,000	12,000	6

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
27-50/387	Flap Drive Arm (not removed) - Eddy Current Inspection <u>AMM 12-A-27-51-00-00A-353A-A</u>	25,000	30,000	2,500	3,000	-
27-50/388	Flap Drive Arm (removed) - Eddy Current Inspection <u>AMM 12-A-27-51-01-00A-353A-A</u> <u>AMM 12-A-27-51-02-00A-353A-A</u> <u>AMM 12-A-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
27-50/389	Flap Support Arm - Eddy Current Inspection <u>AMM 12-A-27-51-01-00A-353A-A</u> <u>AMM 12-A-27-51-02-00A-353A-A</u> <u>AMM 12-A-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
27-50/390	Flap Cove Rib Filtings - Eddy Current Inspection <u>AMM 12-A-27-51-01-00A-353A-A</u> <u>AMM 12-A-27-51-02-00A-353A-A</u> <u>AMM 12-A-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
27-50/391	Flap Aft Links - Eddy Current Inspection <u>AMM 12-A-27-51-01-00A-353A-A</u> <u>AMM 12-A-27-51-02-00A-353A-A</u> <u>AMM 12-A-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
27-50/392	Flap Bellcranks - Eddy Current Inspection <u>AMM 12-A-27-51-01-00A-353A-A</u> <u>AMM 12-A-27-51-02-00A-353A-A</u> <u>AMM 12-A-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
57-60/393	Aileron - Examine <u>AMM 12-A-57-60-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
27-10/394	Aileron Control System - Examine AMM <u>12-A-27-10-00-00A-310A-A</u> Inspection kit P/N 500.50.12.314 Inspection kit P/N 500.50.12.315 Inspection kit P/N 500.50.12.316 Inspection kit P/N 500.60.12.015 (MSN 684 - 999) Inspection kit P/N 500.60.12.016 (MSN 684 -999)	32,500	42,000	12,500	15,000	6
27-10/395	Aileron Cable Segment - Eddy Current Inspection AMM <u>12-A-27-10-09-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
27-10/396	Aileron Control Rods - Eddy Current Inspection AMM <u>12-A-27-00-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
27-10/397	Aileron Control Rods - Magnetic Particle Inspection AMM <u>12-A-27-00-01-00A-352A-A</u>	32,500	42,000	12,500	15,000	-
27-10/398	Aileron Bellcranks - Eddy Current and Magnetic Particle Inspections AMM <u>12-A-27-10-08-00A-353A-A</u> AMM <u>12-A-27-10-08-00A-353B-A</u> AMM <u>12-A-27-10-08-00A-352B-A</u>	32,500	42,000	12,500	15,000	-
27-30/400	Aileron Hinge Points - Eddy Current Inspection AMM <u>12-A-57-60-06-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
71-00/401	Engine Mount - Magnetic Particle Inspection AMM <u>12-A-71-00-05-00A-352A-A</u> Inspection kit P/N 500.60.12.006	26,600	35,000	6,600	8,000	-

The Airworthiness Limitations Section is EASA Approved under Approval Number: 10053969 (Pitch Trim Actuator TBO)

Approval Date:- 07 July 2015

The Airworthiness Limitations Section is EASA Approved under Approval Number: 10054802 (MLG Bolts and Cockpit/Cabin Window Inspection)

Approval Date:- 18 September 2015