



AIRCRAFT MAINTENANCE MANUAL

TEMPORARY REVISION NO. 04-02

Date: Jan 28/09

Effectivity:

All PC-.12, PC-12/45 and PC-12/47 aircraft.

Filing Instructions:

IETP CD Rom, Document Number 02216, file in the Temporary Revisions folder and add the details on the Record of Temporary Revisions Sheet in the front of the folder.

Paper manuals, Document Number 02049, insert in front of Data Module 12-A-04-00-00-00A-040A-A and add the details on the Record of Temporary Revisions Sheet in the front of the manual.

Important:

Do not remove this Temporary Revision unless instructed to do so by:

The Highlights of a normal revision

A new Temporary Revision which supercedes this one

Reason for Issue:

To incorporate new life limits for the Nose Landing Gear torque tube and the Drag Link Right Part.

Action:

Use the attached Data Module 12-A-04-00-00-00A-040T-A in place of 12-A-04-00-00-00A-040A-A.

EFFECTIVITY: ALL

STRUCTURAL AND COMPONENT LIMITATIONS – AIRWORTHINESS LIMITATIONS

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Table 1 References

Data Module	Title
12-A-27-40-00-00A-903A-A	HORIZONTAL STABILIZER TRIM – ADJUSTMENT/ TEST
12-A-32-20-06-00A-313A-A	DRAG LINK RIGHT PART – INSPECTION/CHECK
12-A-56-00-00-00A-904A-A	WINDOWS – REPAIR

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 (Part No's 978.71.20.301, 978.73.20.302/303/304 and 306).

2 Structural Limitations

Structure	Life
Fuselage and associated structure	<p>Pre SB 04-009 20000 flying hours or 27000 flights, whichever comes first</p> <p>Post SB 04-009 25000 flying hours or 30000 flights, whichever comes first</p>
Wing structure	<p>Pre SB 04-009 20000 flying hours or 27000 flights, whichever comes first</p> <p>Post SB 04-009 25000 flying hours or 30000 flights, whichever comes first</p>
Tail structure	<p>Pre SB 04-009 20000 flying hours or 27000 flights, whichever comes first</p> <p>Post SB 04-009 25000 flying hours or 30000 flights, whichever comes first</p>

3 Component Limitations

Component	Life
Engine rotor components	P&WC SB 14002 (latest revision)
Engine mounting frame	<p>Pre SB 04-009 20000 flying hours or 27000 flights, whichever comes first</p> <p>Post SB 04-009 25000 flying hours or 30000 flights, whichever comes first</p>
Engine mounting frame, replace all bolts, washers and nuts	11000 flying hours

Continued

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Component	Life
Pitch trim actuator (Note 1)	20000 flying hours or 27000 flights, whichever comes first
Flap actuator (Part No. 978.73.20.307, 308 and 309) (black anodized)	20000 flying hours or 27000 flights, whichever comes first
Oxygen bottle	15 years
NLG drag link right part (Part No. 532.20.12.140) (Pre SB 32-014)	4000 landings
Cargo door lower lug fittings (Qty 3)	13000 flying hours or 17000 flights, whichever comes first
Backrest tubes on crew seats with a recline system (Seat Part No's 959.30.01.111, 112, 121 and 122)	5000 flying hours
Backrest tubes on crew seats without a recline system (Seat Part No's 959.30.01.131, 132, 133 and 134)	10000 flying hours
Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPC 12-20-00-07)	10000 flying hours (Note 2)
Nose landing gear torque tube (P/N 532.50.12.047)	15000 flights or 11000 flying hours or 10 years installed, whichever comes first. See Note 3.

4 Miscellaneous Limitations

Component	Limitation	Procedure
Cockpit side windows and cabin windows	If cracked or stress crazing can be felt	Replace
Cockpit side windows and cabin windows	If chipped	Refer to Data Module 12-A-56-00-00-00A-904A-A for limitations
Windshield LH and RH	If cracked in inner lamination If cracked in outer lamination	Replace Only unpressurized flight is permitted up to the next scheduled inspection providing it does not cause visual problems
Horizontal stabilizer trim	Every 3000 flying hours or 1 year, whichever comes first	Functional test of Trim Runaway Aural Warning System (FAA CMR) in accordance with Data Module 12-A-27-40-00-00A-903A-A
NLG drag link right part (P/N 532.20.12.289 or 532.20.12.140)	Initially 2500 flights or 2000 flying hours (installed) whichever comes first, then every 400 flights or 300 flying hours, whichever comes first.	Inspection/check (refer to DM 12-A-32-20-06-00A-313A-A). See Note 4.

Continued

Effectivity: All

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Component	Limitation	Procedure
Fire extinguisher	Every 12 years	Hydrostatic test
Oxygen bottle	Every 3 years	Hydrostatic test (DOT-E-8162-1850)
Pitch trim actuator (Part No. 978.73.14.201)	1500 flying hours	Overhaul
Pitch trim actuator (Part No. 978.73.14.202 and 978.73.14.203)	5000 flying hours or 5 years (installed) whichever comes first (Note 1)	Overhaul

Note 1. Based on the results of the full scale fatigue test of the pitch trim actuator, the life has been extended and the Time Between Overhaul (TBO) has been reduced. To assist operators with pitch trim actuators that have more than or equal to 4500 flying hours to comply with the new TBO, a compliance time of within 500 flying hours or 6 months whichever comes first, but not later than 6000 flying hours or 5 years whichever comes first, is given from the date of this revision.

Note 2. Based on the results of the full scale fatigue test of the pitch trim actuator, a life of the pitch trim actuator attachment parts is necessary. To assist operators with pitch trim actuator attachment parts, fail safe plates and their attachment parts that have an installed time of more than or equal to 9500 flying hours to comply with the new life, a compliance time of within 500 flying hours or 6 months whichever comes first, is given from the date of this revision.

Note 3. For NLG torque tubes that have an installed time of more than 14,500 flights or 10,500 flying hours or ten years installed, a compliance time of 500 flights or 500 flying hours or six months, whichever comes first, is given from the date of this revision.

Note 4. For drag link right parts that have an installed time of more than 2300 flights or 1850 flying hours, a compliance time of 200 flights or 150 flying hours, whichever comes first, is given from the date of this revision.

Approved by

Federal Office of Civil Aviation (FOCA) Switzerland on behalf of EASA :-

Approval Signature :- R. Meier

Signed original held on file by Pilatus Aircraft Ltd, Stans

Date: 27 Jan 2009