

STRUCTURAL AND COMPONENT LIMITATIONS - AIRWORTHINESS LIMITATIONS

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Title: STRUCTURAL AND COMPONENT LIMITATIONS - AIRWORTHINESS LIMITATIONS

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Applicability

Model ALL

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**STRUCTURAL AND COMPONENT
LIMITATIONS - AIRWORTHINESS LIMITATIONS**

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References

Table 1 References

Data Module/Technical Publication	Title
12-B-21-30-00-00A-903A-A	PRESSURIZATION CONTROL - ADJUSTMENT/TEST
12-B-24-30-00-00A-903A-A	DC GENERATION - ADJUSTMENT/TEST
12-B-27-40-00-00A-903A-A	HORIZONTAL STABILIZER TRIM - ADJUSTMENT/TEST
12-B-32-20-06-00A-313A-A	DRAG LINK RIGHT PART - INSPECTION/CHECK
12-B-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 the PC-12/47E 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).

Propeller Blade

Propeller blade E10477K.

2 Structural Limitations

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

3 Component Limitations

Component	Life
Engine rotor components	P&WC SB 14002 (latest revision)
Engine mounting frame	Pre SB 04-009 20000 flying hours or 27000 flights, whichever comes first
	Post SB 04-009 25000 flying hours or 30000 flights, whichever comes first

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Component	Life
Engine mounting frame, replace all bolts, washers and nuts	11000 flying hours
Pitch trim actuator	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
Cargo door lower lug fittings (Qty 3)	13000 flying hours or 17000 flights, whichever comes first
Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPC 12-20-00-07)	10000 flying hours
Nose landing gear torque tube (P/N 532.50.-12.047)	15000 flights or 11000 flying hours or 10 years installed, whichever comes first.

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-B-56-00-00-00A-904A-A 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
Generator Control Unit (G-CU) 1 and GCU 2	Every 3000 flying hours or 1 year (installed), whichever comes first	Functional test of the GCU 1 and GCU 2 over and under-voltage trip protection (Refer to DM 12-B-24-30-00-00A-903A-A)
ECS emergency shut-off system	Every 3000 hours or 1 year, whichever comes first	Attach a spring balance to the ECS EMER SHUT-OFF lever. Pull the lever and check that the max pull force to open the ram air scoop is 22.5 lbf (100 N) and make sure that the ram air scoop is completely open.
Pressurization Dump switch	Every 3000 hours or 1 year, whichever comes first	Operational test (refer to DM 12-B-21-30-00-00A-903A-A)
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 DM 12-B-27-40-00-00A-903A-A

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Component	Limitation	Procedure
NLG drag link right part (P/N 532.20.12.289)	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-B-32-20-06-00A-313A-A).
Fire extinguisher	Every 12 years	Hydrostatic test
Oxygen bottle	Every 3 years	Hydrostatic test
		(DOT-E-8162-1850)
Pitch trim actuator (Part No. 978.73.14.202 and 978.73.14.203)	5000 flying hours or 5 years (installed) whichever comes first	Overhaul

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