PC-12, PC-12/45, PC-12/47 STRUCTURAL, COMPONENT AND MISCELLANEOUS LIMITATIONS - AMM DOCUMENT NO. 02049

AIRWORTHINESS LIMITATIONS

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12-A-27-00-01-00A-352A-A	FLIGHT CONTROLS – CONTROL RODS - MAGNETIC PARTICLE INSPECTION
12-A-27-00-01-00A-353A-A	FLIGHT CONTROLS – CONTROL RODS - EDDY CURRENT INSPECTION
12-A-27-10-00-00A-310A-A	AILERON CONTROL SYSTEM - EXAMINE
12-A-27-10-08-00A-352B-A	AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - MAGNETIC PARTICLE INSPECTION
12-A-27-10-08-00A-353A-A	AILERON CONTROL SYSTEM – OUTER WING BELLCRANK - EDDY CURRENT INSPECTION

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12-A-27-10-08-00A-353B-A	AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - EDDY CURRENT INSPECTION
12-A-27-10-09-00A-353A-A	AILERON CONTROL SYSTEM – FUSELAGE CABLE QUADRANT - EDDY CURRENT INSPECTION
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12-A-53-30-02-00A-353A-A	REAR FUSELAGE FRAMES - EDDY CURRENT INSPECTION
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12-A-55-40-00-00A-310A-A	RUDDER - EXAMINE
12-A-55-40-05-00A-353A-A	RUDDER HINGE - EDDY CURRENT INSPECTION
12-A-56-00-00-00A-313A-A	WINDOWS - INSPECTION/CHECK
12-A-56-11-01-00A-310A-A	WINDSHIELD - EXAMINE
12-A-56-11-02-00A-310A-A	COCKPIT SIDE WINDOWS - EXAMINE
12-A-57-00-00-00A-310A-A	WINGS - EXAMINE
12-A-57-00-03-00A-353A-A	WING AND FUSELAGE ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION
12-A-57-00-03-01A-353A-A	WING AND FUSELAGE ATTACHMENT FITTINGS – HOLLOW BOLTS - EDDY CURRENT INSPECTION
12-A-57-20-05-00A-353A-A	WING STRUCTURE – RIBS - EDDY CURRENT INSPECTION – RIB 6 STRAP
12-A-57-20-10-00A-353A-A	WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – MAIN SPAR - EDDY CURRENT INSPECTION
12-A-57-20-10-00A-353B-A	WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – REAR SPAR - EDDY CURRENT INSPECTION
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12-A-57-20-10-00A-353D-A	WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – MAIN SPAR – RIB 6 STRAP FASTENER - EDDY CURRENT INSPECTION
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12-A-71-00-05-00A-352A-A	POWERPLANT MOUNTING FRAME - MAGNETIC PARTICLE INSPECTION

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 of the US Federal Aviation Regulations.

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

Task number	Structure	Life
53-00/9	Fuselage and associated structure (Pre SB 04-009)	20,000 FH / 27,000 LDG See Note 1
53-00/324	Fuselage and associated structure (Post SB 04-009)	25,000 FH / 30,000 LDG See Note 1
55-00/10	Tail structure (Pre SB 04-009)	20,000 FH / 27,000 LDG See Note 1

Table 2 Structural Limitations (Continued from previous page)

Task number	Structure	Life
55-00/325	Tail structure (Post SB 04-009)	25,000 FH / 30,000 LDG See Note 1
57-00/11	Wing structure (Pre SB 04-009)	20,000 FH / 27,000 LDG See Note 1
57-00/326	Wing structure (Post SB 04-009)	25,000 FH / 30,000 LDG See Note 1

3 Component Limitations

Table 3 Component Limitations

Task number	Component	Life
25-10/486	Backrest tubes on crew seats with a recline system Seat P/N 959.30.01.111 Seat P/N 959.30.01.112 Seat P/N 959.30.01.121 Seat P/N 959.30.01.122	5,000 FH
25-10/487	Backrest tubes on crew seats without a recline system Seat P/N 959.30.01.131 Seat P/N 959.30.01.132 Seat P/N 959.30.01.133 Seat P/N 959.30.01.134	10,000 FH
26-20/2	Fire extinguisher (except Model P3APP003010D)	120 Months (elapsed)
26-20/516	Fire extinguisher (Model P3APP003010D)	144 Months (elapsed)
27-10/444	Flight control cables, aileron	20,000 FH / 27,000 LDG
27-10/445	Autopilot control cable, aileron	20,000 FH / 27,000 LDG
27-20/446	Flight control cables, rudder	20,000 FH / 27,000 LDG
27-20/447	Autopilot control cables, rudder	20,000 FH / 27,000 LDG
27-20/575	Rudder bellcrank	20,000 FH / 27,000 LDG See Note 4
27-30/448	Flight control cables, elevator	20,000 FH / 27,000 LDG
27-30/449	Autopilot control cables, elevator	20,000 FH / 27,000 LDG
27-30/450	Stick pusher cables	20,000 FH / 27,000 LDG
27-40/3	Pitch trim actuator	20,000 FH / 27,000 LDG
27-40/307	Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPD 12-20-00-07) 12-A-27-40-02-00A-920A-A	10,000 FH
27-50/4	Flap actuators (black anodized) (P/N 978.73.20.307, 978.73.20.308, 978.73.20.309)	20,000 FH / 27,000 LDG
27-50/414	Flaps	25,000 FH / 30,000 LDG

Table 3 Component Limitations (Continued from previous page)

Task number	Component	Life
27-50/451	Flap tension rods (P/N 527.52.12.135, 527.52.12.136, 527.52.12.137)	20,000 FH / 27,000 LDG
29-10/418	Nitrogen accumulator	25,000 FH / 30,000 LDG
32-20/335	NLG torque tube (P/N 532.50.12.047)	11,000 FH / 15,000 LDG / 10 Years
32-20/416	NLG upper right hand drag link (except for P/N 532.20.12.140)	25,000 FH / 30,000 LDG
32-20/532	NLG drag link right part (P/N 532.20.12.140, Pre SB 32-014)	4,000 LDG
32-30/417	MLG hydraulic actuator	25,000 FH / 30,000 LDG
32-30/518	Main landing gear actuator bottom attachment bolts P/N 532.10.12.218 (identified with .218 and VLG on bolt head)	60 Months See Note 6
35-10/6	Oxygen bottle	180 Months (elapsed)
52-30/8	Cargo door lower lug fittings (qty 3)	13,000 FH / 17,000 LDG
55-10/415	Horizontal stabilizer	25,000 FH / 30,000 LDG
71-00/16	Engine mounting frame (Pre SB 04-009)	20,000 FH / 27,000 LDG See Note 1
71-00/17	Engine mounting frame, replace all bolts, washers and nuts	11,000 FH
71-00/327	Engine mounting frame (Post SB 04-009)	25,000 FH / 30,000 LDG See Note 1
72-00/18	Engine rotor components	P&WC SB 14002 latest revision

4 Miscellaneous Limitations

Table 4 Miscellaneous Limitations

Task number	Component	Procedure	Limitation	Reference
27-40/1	Horizontal stabilizer trim	Functional test of trim runaway aural warning system (FAA CMR)	3,000 FH / 12 Months See Note 2	12-A-27-40-00-00A-903A-A
27-40/25	Pitch trim actuator (P/N 978.73.14.201)	Overhaul	1,500 FH	-
27-40/26	Pitch trim actuator (P/N 978.73.14.202 and 978.73.14.203)	Overhaul	5000 FH or 5 Years or 4200 FH or 6 Years or 3400 FH or 7 Years	-

Table 4 Miscellaneous Limitations (Continued from previous page)

Task number	Component	Procedure	Limitation	Reference
27-50/437	Inboard flap drive arms (P/N 527.52.12.153 or P/N 527.52.12.154)	In-situ inspection/check	600 FH / 12 Months See Note 3	12-A-27-51-00-00A-313A-A
32-10/436	Main landing gear shock absorber top and bottom attachment bolts and nuts	Examine	12 Months See Note 2	12-A-32-10-00-00A-310A-A
32-10/438	Main landing gear leg forward attachment bolt and bush and rear attachment bolt and nut	Examine	6 Year See Note 5	12-A-32-10-00-00A-310A-A
32-20/336	NLG upper drag link right part (P/N 532.20.12.289 or 532.20.12.140)	Inspection/check	Initially 2000 FH or 2500 landings, then every 300 FH or 400 landings	12-A-32-20-06-00A-313A-A
32-30/442	Main landing gear actuator top and bottom attachment bolts and nuts	Examine	6 Years See Note 5	12-A-32-10-00-00A-310A-A
35-10/7	Oxygen bottle	Hydrostatic test	Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com) or (www.pilatus-aircraft.com->Customer Support->Technical Publications->PC-12->Third-Party Documents->Zodiac)	Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com) or (www.pilatus-aircraft.com->Customer Support->Technical Publications->PC-12->Third-Party Documents->Zodiac)
55-10/638	Horizontal stabilizer	Examine with borescope	Threshold 10,000 FH / 240 Months Repeat 10,000 FH / 120 Months See Note 9	12-A-55-10-01-00A-312A-A
56-11/12	Cockpit outer side, DV windows and cabin windows	Replace	If cracked	-
56-11/13	Cockpit inner and outer side, DV windows and cabin windows	Refer to AMM for limitations	If chipped, cracked (only for inner side windows), crazing, scratched, bubbles or delaminated	12-A-56-00-00-00A-313A-A
56-11/14	Windshield LH and RH	Replace	If cracked in inner lamination	-

Table 4 Miscellaneous Limitations (Continued from previous page)

Task number	Component	Procedure	Limitation	Reference
56-11/15	Windshield LH and RH	Only unpressurized flight is permitted up to the next scheduled inspection providing it does not cause visual problems.	If cracked in outer lamination	-
57-00/427	Wing main spar fastener holes strap Rib 6	Eddy current inspection No cracks are permitted. If you find cracks, contact Pilatus Customer Support for advice, www.pilatus-aircraft.com -> contact.	Threshold 16,000 wing flying hours or 22,500 wing landings. All wings with no landing records must apply a calculated applicable landings equal to 2 x flying hours. See Notes 1, 7 and 8	12-A-57-20-10-00A-353D-A

Note 1

Do not do the inspection more than 500 flying hours or 500 landings before the stated inspection or life limit.

Note 2

A 10% tolerance only to the calendar time interval is applicable.

Note 3

A 10% tolerance is applicable to the flying hour and calendar time intervals.

Note 4

Aircraft with rudder bellcrank with more than 20’000 flying hours or 27’000 landings, whichever comes first, must have the rudder bellcrank replaced within 12 months after publishing date of the AMM Revision 41.

Note 5

Aircraft with attachment bolts and nuts that are 6 years or older must be examined by 31 December 2016.

Note 6

Aircraft with attachment bolts more than 60 months old must have the bolts replaced within 6 months or 300 flying hours, whichever comes first.

Note 7

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 8

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 9

The compliance time is 13 months from the publishing date of the AMM revision 43.

5 Supplemental Structural Inspection Document

This section and AMM 12-A-05-10-30-00A-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.

Note

Before starting implementation of SB 04-009 and/or the SSID, a suitability assessment performed by Pilatus is recommended to establish any potential resulting limitations related to the aircraft condition at time of the life extension. Contact Pilatus for the lead time of the Pilatus support activities as listed in Para 5.2 and Para 5.3, www.pilatus-aircraft.com -> contact.

In addition, it is recommended to have a Pilatus on-site representative when performing the first life extension.

Note

The tasks of the SSID inspections may be scheduled as per the customer's needs provided that the thresholds and inspection intervals are not exceeded.

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

The following is required to do the SSID:

- Latest PC-12 ALS and referenced AMM/SRM data modules and CMM
- Adequate ground support equipment and tools
- Licensed NDI inspectors Level II or higher
- Spare parts
- Assessment as defined in Para 5.3.

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, which remain as safe-life.

6 Inspection Program

Note

The repeated intervals specified in Table 5 apply AFTER the threshold limitation for the inspection has been reached.

Table 5 Supplemental Structural Inspection Program

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**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 Inspection kit cockpit P/N 500.50.12.314 Inspection kit floor MSN 101 - 683 P/N 500.50.12.315 Inspection kit wing MSN 101 - 683 P/N 500.50.12.316 Inspection kit floor MSN 684 - 999 P/N 500.60.12.015 Inspection kit wing MSN 684 - 999 P/N 500.60.12.016 12-A-27-10-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-10/395	Aileron cable segment Eddy current inspection 12-A-27-10-09-00A-353A-A	32,500	42,000	12,500	15,000	
27-10/396	Aileron control rods Eddy current inspection 12-A-27-00-01-00A-353A-A	32,500	42,000	12,500	15,000	
27-10/397	Aileron control rods Magnetic particle inspection 12-A-27-00-01-00A-352A-A	32,500	42,000	12,500	15,000	
27-10/398	Aileron bellcranks Eddy current and magnetic particle Inspections 12-A-27-10-08-00A-353A-A 12-A-27-10-08-00A-353B-A 12-A-27-10-08-00A-352B-A	32,500	42,000	12,500	15,000	
27-10/400	Aileron hinge points Eddy current inspection 12-A-57-60-06-00A-353A-A	32,500	42,000	12,500	15,000	
27-20/374	Rudder control system Examine Inspection kit rudder control P/N 500.60.12.018 12-A-27-20-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-20/375	Rudder bellcrank Task deleted from the Scheduled Maintenance Plan					
27-20/376	Rudder cable quadrant shear spigot Examine 12-A-27-20-05-00A-310A-A	32,500	42,000	12,500	15,000	6

Table 5 Supplemental Structural Inspection Program (Continued from previous page)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**Inspection/Reference**	**Threshold (whichever comes first)**		**Repeated Interval (whichever comes first)**		
		Flying Hours	**Landings**	**Flying Hours**	**Landings**	**Years**
27-30/363	Elevator control system Examine Inspection kit elevator control P/N 500.60.12.019 12-A-27-30-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-30/364	Elevator control rods Eddy current inspection 12-A-27-00-01-00A-353A-A	32,500	42,000	12,500	15,000	
27-30/365	Elevator control rods Magnetic particle inspection 12-A-27-00-01-00A-352A-A	32,500	42,000	12,500	15,000	
27-30/366	Elevator control lever Eddy current inspection 12-A-27-30-05-00A-353A-A	32,500	42,000	12,500	15,000	
27-50/386	Flap mechanism Examine Inspection kit flap LH inner P/N 500.60.12.021 Inspection kit flap RH inner P/N 500.60.12.022 Inspection kit flap LH center P/N 500.60.12.023 Inspection kit flap RH center P/N 500.60.12.024 Inspection kit flap LH and RH outer (one kit required for each) P/N 500.60.12.025 12-A-27-51-00-00A-310A-A	30,000	39,000	10,000	12,000	6
27-50/387	Flap drive arm (not removed) Eddy current inspection 12-A-27-51-00-00A-353A-A	25,000	30,000	2,500	3,000	
27-50/388	Flap drive arm (removed) Eddy current inspection 12-A-27-51-01-00A-353A-A or 12-A-27-51-02-00A-353A-A or 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	
27-50/389	Flap support arm Eddy current inspection 12-A-27-51-01-00A-353A-A or 12-A-27-51-02-00A-353A-A or 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	

Table 5 Supplemental Structural Inspection Program (Continued from previous page)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**Inspection/Reference**	**Threshold (whichever comes first)**		**Repeated Interval (whichever comes first)**		
		Flying Hours	**Landings**	**Flying Hours**	**Landings**	**Years**
27-50/390	Flap cove rib fittings Eddy current inspection 12-A-27-51-01-00A-353A-A or 12-A-27-51-02-00A-353A-A or 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	
27-50/391	Flap aft links Eddy current inspection 12-A-27-51-01-00A-353A-A or 12-A-27-51-02-00A-353A-A or 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	
27-50/392	Flap bellcranks Eddy current inspection 12-A-27-51-01-00A-353A-A or 12-A-27-51-02-00A-353A-A or 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	
32-10/346	MLG Yoke fitting Overhaul and eddy current inspection, CMM 02099	25,000	30,000	8,300	10,000	6
32-10/347	MLG Trailing Link Overhaul and eddy current inspection, CMM 02099	25,000	30,000	8,300	10,000	6
52-10/348	Passenger/crew door Examine all structural elements 12-A-52-10-00-00A-310A-A	32,500	42,000	12,500	15,000	6
52-20/349	Emergency door Examine all structural elements 12-A-52-20-00-00A-310A-A	32,500	42,000	12,500	15,000	6
52-30/350	Cargo door Examine all structural elements 12-A-52-30-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/351	Upper longerons Frame 10 Eddy current inspection Inspection kit longeron frame 10 P/N 500.60.12.032 12-A-53-10-06-01A-353A-A	32,500	42,000	12,500	15,000	
53-00/352	Fuselage Frames 10 to 16 Examine all structural elements 12-A-53-10-00-00A-310A-A	32,500	42,000	12,500	15,000	6

Table 5 Supplemental Structural Inspection Program (Continued from previous page)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**Inspection/Reference**	**Threshold (whichever comes first)**		**Repeated Interval (whichever comes first)**		
		Flying Hours	**Landings**	**Flying Hours**	**Landings**	**Years**
53-00/353	Fuselage Frames 16 to 36 Examine all structural elements 12-A-53-20-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/354	Fuselage Frames 36 to 43 Examine all structural elements 12-A-53-30-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/355	Antenna structure Examine 12-A-53-00-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/356	Antenna - Bottom fuselage skin Eddy current inspection 12-A-53-00-00-00A-353A-A	28,300	37,000	8,300	10,000	
53-00/357	Antenna - Upper fuselage skin Eddy current inspection 12-A-53-00-00-00A-353A-A	32,500	42,000	12,500	15,000	
53-00/359	Frames 21 and 24 wing attachments Eddy current inspection 12-A-57-00-03-00A-353A-A	30,000	39,000	10,000	12,000	
53-00/360	Frames 21 and 24 side frame attachments Eddy current inspection Inspection kit carry through frames P/N 500.50.12.327 12-A-53-20-02-00A-353A-A	30,000	39,000	10,000	12,000	
53-00/361	Frames 41 and 43 stabilizer attachment Eddy current inspection Inspection kit vertical stabilizer P/N 500.50.12.325 12-A-53-30-02-00A-353A-A or 12-A-55-30-03-00A-353A-A	32,500	42,000	12,500	15,000	
55-20/362	Elevator Examine 12-A-55-20-00-00A-310A-A	32,500	42,000	12,500	15,000	6
55-20/367	Elevator drive lever Eddy current inspection 12-A-55-20-01-00A-353A-A	32,500	42,000	12,500	15,000	
55-20/368	Elevator hinges Eddy current inspection 12-A-55-20-01-00A-353A-A	32,500	42,000	12,500	15,000	
55-30/369	Vertical stabilizer Examine 12-A-55-30-00-00A-310A-A	32,500	42,000	12,500	15,000	6

Table 5 Supplemental Structural Inspection Program (Continued from previous page)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**Inspection/Reference**	**Threshold (whichever comes first)**		**Repeated Interval (whichever comes first)**		
		Flying Hours	**Landings**	**Flying Hours**	**Landings**	**Years**
55-30/370	Vertical stabilizer main and rear spar attachment to fuselage Eddy current inspection 12-A-53-30-02-00A-353A-A or 12-A-55-30-03-00A-353A-A	32,500	42,000	12,500	15,000	
55-30/371	Vertical stabilizer main attachment to horizontal stabilizer Eddy current inspection 12-A-55-00-00-00A-353A-A	32,500	42,000	12,500	15,000	
55-30/372	Vertical stabilizer pitch trim actuator fitting and attachment Eddy current inspection 12-A-55-30-02-00A-353A-A	32,500	42,000	12,500	15,000	
55-40/373	Rudder Examine 12-A-55-40-00-00A-310A-A	32,500	42,000	12,500	15,000	6
55-40/377	Rudder hinges Eddy current inspection 12-A-55-40-05-00A-353A-A	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 Inspection kit windshield P/N 500.50.12.326 12-A-56-11-01-00A-310A-A and 12-A-56-11-02-00A-310A-A and 12-A-53-10-16-00A-310A-A	32,500	42,000	12,500	15,000	6
57-00/379	Wing Examine all structural elements Rib 1 to Rib 20 12-A-57-00-00-00A-310A-A	30,000	39,000	10,000	12,000	6
57-00/380	Wing main and rear spar to fuselage attachment Eddy current inspection Inspection kit wing attachment P/N 500.60.12.004 Inspection kit double bush P/N 500.60.12.007 12-A-57-00-03-00A-353A-A and 12-A-57-00-03-01A-353A-A	30,000	39,000	10,000	12,000	

Table 5 Supplemental Structural Inspection Program (Continued from previous page)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task number	**Inspection/Reference**	**Threshold (whichever comes first)**		**Repeated Interval (whichever comes first)**		
		Flying Hours	**Landings**	**Flying Hours**	**Landings**	**Years**
57-00/382	Wing rear spar at Rib 8 flap arm attachment Eddy current inspection 12-A-57-20-10-00A-353C-A	25,000	30,000	12,500	15,000	
57-00/383	Wing main spar fastener holes Rib 1 thru Rib 6 Eddy current inspection Inspection kit first oversize P/N 500.60.12.030 or Inspection kit second oversize P/N 500.60.12.020 12-A-57-20-10-00A-353A-A	25,000	30,000	3,300	4,000	
57-00/384	Wing main spar fastener holes strap Rib 6 Eddy current inspection Inspection kit first oversize P/N 500.60.12.031 or Inspection kit second oversize P/N 500.60.12.043 12-A-57-20-05-00A-353A-A	25,000	30,000	3,300	4,000	
57-00/385	Wing rear spar fastener holes Rib 2 thru Rib 3 Eddy current inspection 12-A-57-20-10-00A-353B-A	25,000	30,000	12,500	15,000	
57-60/393	Aileron Examine 12-A-57-60-00-00A-310A-A	32,500	42,000	12,500	15,000	6
71-00/401	Engine mount Magnetic particle inspection Inspection kit engine mount P/N 500.60.12.006 12-A-71-00-05-00A-352A-A	26,600	35,000	6,600	8,000	

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.357.

This document is approved by EASA, certificate number 10078189.

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