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## PC-12/47E STRUCTURAL, COMPONENT AND MISCELLANEOUS LIMITATIONS - AMM DOCUMENT NO. 2300

### AIRWORTHINESS LIMITATIONS

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### **References**

*Table 1 References*

Data module/Technical publication	Title
<u>12-B-05-10-30-00A-280A-A</u>	<u>SUPPLEMENTAL STRUCTURAL INSPECTION DOCUMENT</u>
<u>12-B-20-40-00-00A-901A-A</u>	<u>CORROSION CONTROL - MAINTENANCE PRACTICES</u>
<u>12-B-21-30-00-00A-903A-A</u>	<u>PRESSURIZATION CONTROL (1001 - 1719) - ADJUSTMENT/TEST</u>
<u>12-B-21-30-00-00A-903B-A</u>	<u>PRESSURIZATION CONTROL (MSN 545, 1720 AND UP) - ADJUSTMENT/TEST</u>
<u>12-B-27-00-01-00A-352A-A</u>	<u>FLIGHT CONTROLS – CONTROL RODS - MAGNETIC PARTICLE INSPECTION</u>
<u>12-B-27-00-01-00A-353A-A</u>	<u>FLIGHT CONTROLS – CONTROL RODS - EDDY CURRENT INSPECTION</u>
<u>12-B-27-10-00-00A-310A-A</u>	<u>AILERON CONTROL SYSTEM - EXAMINE</u>

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Data module/Technical publication	Title
<u>12-B-27-10-08-00A-352B-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - MAGNETIC PARTICLE INSPECTION</u>
<u>12-B-27-10-08-00A-353A-A</u>	<u>AILERON CONTROL SYSTEM – OUTER WING BELLCRANK - EDDY CURRENT INSPECTION</u>
<u>12-B-27-10-08-00A-353B-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - EDDY CURRENT INSPECTION</u>
<u>12-B-27-10-09-00A-353A-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE CABLE QUADRANT - EDDY CURRENT INSPECTION</u>
<u>12-B-27-20-00-00A-310A-A</u>	<u>RUDDER CONTROL SYSTEM - EXAMINE</u>
<u>12-B-27-20-05-00A-310A-A</u>	<u>RUDDER CONTROL SYSTEM – CABLE QUADRANT - EXAMINE</u>
<u>12-B-27-30-00-00A-310A-A</u>	<u>ELEVATOR CONTROL SYSTEM - EXAMINE</u>
<u>12-B-27-30-05-00A-353A-A</u>	<u>ELEVATOR CONTROL LEVER - EDDY CURRENT INSPECTION</u>
<u>12-B-27-40-00-00A-903A-A</u>	<u>HORIZONTAL STABILIZER TRIM - ADJUSTMENT/TEST</u>
<u>12-B-27-40-02-00A-920A-A</u>	<u>HORIZONTAL STABILIZER TRIM – TRIM ACTUATOR FAIL-SAFE PLATES - REMOVAL/INSTALLATION</u>
<u>12-B-27-51-00-00A-310A-A</u>	<u>FLAP DRIVE SYSTEM - EXAMINE</u>
<u>12-B-27-51-00-00A-313A-A</u>	<u>FLAP DRIVE SYSTEM - IN SITU INSPECTION/CHECK</u>
<u>12-B-27-51-00-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM - IN SITU EDDY CURRENT INSPECTION</u>
<u>12-B-27-51-01-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – INBOARD MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-B-27-51-02-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – CENTER MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-B-27-51-03-00A-353A-A</u>	<u>FLAP DRIVE SYSTEM – WING – OUTBOARD MECHANISM - EDDY CURRENT INSPECTION</u>
<u>12-B-32-10-00-00A-310A-A</u>	<u>MAIN LANDING GEAR ASSEMBLY - HYDRAULIC LANDING GEAR - ATTACHMENT NUTS AND BOLTS - EXAMINE</u>
<u>12-B-32-10-00-00A-310B-A</u>	<u>MAIN LANDING GEAR ASSEMBLY - ELECTRO MECHANICAL LANDING GEAR - ATTACHMENT BOLTS AND NUTS - EXAMINE</u>
<u>12-B-32-10-06-00A-313A-A</u>	<u>SPRING STRUT - INSPECTION/CHECK</u>
<u>12-B-32-20-06-00A-313A-A</u>	<u>DRAG LINK RIGHT PART - INSPECTION/CHECK</u>
<u>12-B-32-30-08-00A-903A-A</u>	<u>LANDING GEAR RELAY UNIT – ELECTRO MECHANICAL LANDING GEAR - ADJUSTMENT/TEST</u>
<u>12-B-32-30-10-00A-903A-A</u>	<u>EMERGENCY GEAR EXTENSION SYSTEM – ELECTRO MECHANICAL LANDING GEAR - ADJUSTMENT/TEST</u>
<u>12-B-35-00-00-00A-903A-A</u>	<u>OXYGEN (PLUG-IN MASK) SYSTEM - ADJUSTMENT/TEST</u>



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Data module/Technical publication	Title
<u>12-B-35-00-00-00A-903B-A</u>	<u>OXYGEN (DROP-DOWN MASK) SYSTEM - ADJUSTMENT/TEST</u>
<u>12-B-52-10-00-00A-310A-A</u>	<u>PASSENGER DOOR - EXAMINE</u>
<u>12-B-52-20-00-00A-310A-A</u>	<u>EMERGENCY EXIT - EXAMINE</u>
<u>12-B-52-30-00-00A-310A-A</u>	<u>CARGO DOOR - EXAMINE</u>
<u>12-B-53-00-00-00A-310A-A</u>	<u>FUSELAGE - ANTENNA STRUCTURE – EXAMINE</u>
<u>12-B-53-00-00-00A-353A-A</u>	<u>FUSELAGE - ANTENNA STRUCTURE – EDDY CURRENT INSPECTION</u>
<u>12-B-53-10-00-00A-310A-A</u>	<u>FORWARD FUSELAGE - EXAMINE</u>
<u>12-B-53-10-06-01A-353A-A</u>	<u>FORWARD FUSELAGE – FRAME 10 LONGERONS - EDDY CURRENT INSPECTION</u>
<u>12-B-53-10-16-00A-310A-A</u>	<u>FORWARD FUSELAGE – WINDOW STRUCTURE - EXAMINE</u>
<u>12-B-53-20-00-00A-310A-A</u>	<u>CENTER FUSELAGE - EXAMINE</u>
<u>12-B-53-20-02-00A-353A-A</u>	<u>CENTER FUSELAGE FRAMES – CARRY THROUGH FRAMES - EDDY CURRENT INSPECTION</u>
<u>12-B-53-30-00-00A-310A-A</u>	<u>REAR FUSELAGE - EXAMINE</u>
<u>12-B-53-30-02-00A-353A-A</u>	<u>REAR FUSELAGE FRAMES - EDDY CURRENT INSPECTION</u>
<u>12-B-55-00-00-00A-353A-A</u>	<u>VERTICAL STABILIZER ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION</u>
<u>12-B-55-20-00-00A-310A-A</u>	<u>ELEVATORS - EXAMINE</u>
<u>12-B-55-20-01-00A-353A-A</u>	<u>ELEVATOR DRIVE LEVER AND HINGE - EDDY CURRENT INSPECTION</u>
<u>12-B-55-30-00-00A-310A-A</u>	<u>VERTICAL STABILIZER - EXAMINE</u>
<u>12-B-55-30-02-00A-353A-A</u>	<u>VERTICAL STABILIZER – PITCH TRIM ACTUATOR ATTACHMENT - EDDY CURRENT INSPECTION</u>
<u>12-B-55-30-03-00A-353A-A</u>	<u>VERTICAL STABILIZER SPARS - EDDY CURRENT INSPECTION</u>
<u>12-B-55-40-00-00A-310A-A</u>	<u>RUDDER - EXAMINE</u>
<u>12-B-55-40-05-00A-353A-A</u>	<u>RUDDER HINGE - EDDY CURRENT INSPECTION</u>
<u>12-B-56-00-00-00A-313A-A</u>	<u>WINDOWS - INSPECTION/CHECK</u>
<u>12-B-56-11-01-00A-310A-A</u>	<u>WINDSHIELD - EXAMINE</u>
<u>12-B-56-11-02-00A-310A-A</u>	<u>COCKPIT SIDE WINDOWS - EXAMINE</u>
<u>12-B-57-00-00-00A-310A-A</u>	<u>WINGS - EXAMINE</u>
<u>12-B-57-00-03-00A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION</u>
<u>12-B-57-00-03-01A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS – HOLLOW BOLTS - EDDY CURRENT INSPECTION</u>

Effectivity: ALL

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Data module/Technical publication	Title
<u>12-B-57-20-05-00A-353A-A</u>	<u>WING STRUCTURE – RIBS - EDDY CURRENT INSPECTION – RIB 6 STRAP</u>
<u>12-B-57-20-10-00A-353A-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – MAIN SPAR - EDDY CURRENT INSPECTION</u>
<u>12-B-57-20-10-00A-353B-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – REAR SPAR - EDDY CURRENT INSPECTION</u>
<u>12-B-57-20-10-00A-353C-A</u>	<u>WING STRUCTURE – SPARS AND AUXILIARY STRUCTURE – REAR SPAR - EDDY CURRENT INSPECTION</u>
<u>12-B-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-B-57-60-00-00A-310A-A</u>	<u>AILERONS - EXAMINE</u>
<u>12-B-57-60-06-00A-353A-A</u>	<u>AILERON HINGE - EDDY CURRENT INSPECTION</u>
<u>12-B-71-00-00-00A-903D-A</u>	<u>POWER PLANT TEST 3 – DC GENERATION SYSTEM - ADJUSTMENT/TEST</u>
<u>12-B-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 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).



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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).

**Propeller Blade**

Propeller blade E10477K.

## 2 Structural Limitations

*Table 2 Structural Limitations*

Task No	Structure	Life
53-00/9	Fuselage and associated structure <b>See Note 3</b>	<b>Pre SB 04-009</b> 20,000 flying hours or 27,000 landings, whichever comes first
53-00/324		<b>Post SB 04-009</b> 25,000 flying hours or 30,000 landings, whichever comes first
57-00/11	Wing structure <b>See Note 3</b>	<b>Pre SB 04-009</b> 20,000 flying hours or 27,000 landings, whichever comes first
57-00/326		<b>Post SB 04-009</b> 25,000 flying hours or 30,000 landings, whichever comes first
55-00/10	Tail structure <b>See Note 3</b>	<b>Pre SB 04-009</b> 20,000 flying hours or 27,000 landings, whichever comes first
55-00/325		<b>Post SB 04-009</b> 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 <u>Para 5</u> and AMM <u>12-B-05-10-30-00A-280A-A</u> for the supplemental structural inspections.		

## 3 Component Limitations

*Table 3 Component Limitations*

Task No	Component	Life
72-00/18	Engine rotor components	P&WC SB 14002 (latest revision)
71-00/16	Engine mounting frame <b>See Note 3</b>	<b>Pre SB 04-009</b> 20,000 flying hours or 27,000 landings, whichever comes first
71-00/327		<b>Post SB 04-009</b> 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 <u>Para 5</u> and AMM <u>12-B-05-10-30-00A-280A-A</u> for the supplemental structural inspections		



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Table 3 Component Limitations (Continued from previous page)

Task No	Component	Life
71-00/17	Engine mounting frame, replace all bolts, washers and nuts	11,000 flying hours
27-20/575	Rudder bellcrank <b>See Note 7</b>	20,000 flying hours or 27,000 Landings, whichever comes first
27-40/3	Pitch trim actuator	20,000 flying hours or 27,000 landings, whichever comes first
27-50/485	Flap actuator (black anodized) P/N 978.73.20.307 P/N 978.73.20.308 P/N 978.73.20.309	20,000 flying hours or 27,000 landings, whichever comes first
26-20/2	Fire extinguisher (except Model P3APP003010D)	120 months (elapsed)
26-20/516	Fire extinguisher (Model P3APP003010D)	144 months (elapsed)
35-10/6	Oxygen bottle	15 years (elapsed)
52-30/8	Cargo door lower lug fittings (Qty 3)	13,000 flying hours or 17,000 landings, whichever comes first
27-40/307	Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPC 12-20-00-07). Refer to AMM <u>12-B-27-40-02-00A-920A-A</u> for fail safe plates removal/installation	10,000 flying hours
27-10/444	Flight control cables, aileron	20,000 flying hours or 27,000 landings, whichever comes first
27-10/445	Autopilot control cable, aileron	20,000 flying hours or 27,000 landings, whichever comes first
27-20/446	Flight control cables, rudder	20,000 flying hours or 27,000 landings, whichever comes first
27-20/447	Autopilot control cables, rudder	20,000 flying hours or 27,000 landings, whichever comes first
27-30/448	Flight control cables, elevator	20,000 flying hours or 27,000 landings, whichever comes first
27-30/449	Autopilot control cables, elevator	20,000 flying hours or 27,000 landings, whichever comes first
27-30/450	Stick pusher cables	20,000 flying hours or 27,000 landings, whichever comes first
27-50/451	Flap tension rods P/N 527.52.12.135 P/N 527.52.12.136 P/N 527.52.12.137	20,000 flying hours or 27,000 landings, whichever comes first
32-20/335	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.
32-30/423	Electro-mechanical landing gear actuators	30,000 landings
32-30/518	MLG actuator bottom attachment bolts P/N 532.10.12.218 (identified with .218 and VLG on bolt head)	60 months (installed) <b>See Note 6</b>



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Table 3 Component Limitations (Continued from previous page)

Task No	Component	Life
27-50/414	Flaps	25,000 flying hours or 30,000 landings, whichever comes first.
55-10/415	Horizontal Stabilizer	25,000 flying hours or 30,000 landings, whichever comes first.
32-20/416	NLG Upper Right Hand Drag Link	25,000 flying hours or 30,000 landings, whichever comes first.
32-30/417	MLG Hydraulic Actuator	25,000 flying hours or 30,000 landings, whichever comes first.
29-10/418	Nitrogen accumulator	25,000 flying hours or 30,000 landings, whichever comes first.

#### 4 Miscellaneous Limitations

Table 4 Miscellaneous Limitations

Task No	Component	Limitation	Procedure	Reference
27-50/437	Inboard flap drive arms P/N 527.52.12.153 or P/N 527.52.12.154	600 flying hours or 12 months, whichever comes first <b>See Note 5</b>	In-situ Inspection/Check	AMM <a href="#">12-B-27-51-00-00A-313A-A</a>
56-11/12	Cockpit outer side, DV windows and cabin windows	If cracked	Replace	-
56-11/13	Cockpit inner and outer side, DV windows and cabin windows	If chipped, cracked (only for inner side windows), crazing, scratched, bubbles or delaminated	Check for limitations	AMM <a href="#">12-B-56-00-00-00A-313A-A</a>
56-11/14	Windshield LH and RH	If cracked in inner lamination	Replace	-
56-11/15		If cracked in outer lamination	Only unpressurized flight is permitted up to the next scheduled inspection providing it does not cause visual problems	
24-30/311	Generator Control Unit (GCU) 1 and GCU 2	Every 3000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Functional test of the GCU 1 and GCU 2 over and under-voltage trip protection	AMM <a href="#">12-B-71-00-00-00A-903D-A</a>



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Table 4 Miscellaneous Limitations (Continued from previous page)

Task No	Component	Limitation	Procedure	Reference
21-20/317	ECS emergency shut-off system	Every 3000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	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.	
21-30/318	MSN 1001 - 1719 Pressurization Dump switch	Every 3000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Operational test	AMM <a href="#">12-B-21-30-00-00A-903A-A</a>
21-30/463	MSN 1720 - 9999 Cabin pressurization dump control	Every 600 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Operational test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>
21-30/464	MSN 1720 - 9999 Cabin pressurization manual control	Every 600 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Operational test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>
21-30/465	MSN 1720 - 9999 Cabin pressurization positive pressure relief valve	Every 4800 flying hours or 48 months, whichever comes first	Functional test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>
21-30/468	MSN 1720 - 9999 Cabin pressurization altitude limiting function	Every 4800 flying hours or 48 months, whichever comes first	Functional test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>
21-30/469	MSN 1720 - 9999 Cabin pressurization high cabin altitude warning	Every 4800 flying hours or 48 months, whichever comes first	Functional test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>
27-40/1	Horizontal stabilizer trim	Every 3000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Functional test of Trim Runaway Aural Warning System (FAA CMR)	AMM <a href="#">12-B-27-40-00-00A-903A-A</a>
32-10/438	Main landing gear leg forward attachment bolt and bush and rear attachment bolt and nut	6 years <b>See Note 1</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310A-A</a> or <a href="#">12-B-32-10-00-00A-310B-A</a>
32-10/439	Main landing gear spring pack assembly top and bottom attachment bolts and nuts	6 years <b>See Note 1</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310B-A</a>





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Table 4 Miscellaneous Limitations (Continued from previous page)

Task No	Component	Limitation	Procedure	Reference
32-10/440	Main landing gear folding strut top and bottom attachment bolts and nuts	6 years <b>See Note 1</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310B-A</a>
32-10/441	Main landing gear drag link top attachment shear bolt, cap, bolt and nuts	10 years <b>See Note 2</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310B-A</a>
32-30/442	Main landing gear actuator top and bottom attachment bolts and nuts	6 years <b>See Note 1</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310A-A</a> or <a href="#">12-B-32-10-00-00A-310B-A</a>
32-10/436	Main landing gear shock absorber top and bottom attachment bolts and nuts	12 months <b>See Note 4</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310A-A</a> or <a href="#">12-B-32-10-00-00A-310B-A</a>
32-20/338	NLG upper right hand drag link (P/N 532.20.12.289)	Initially 2000 flying hours or 2500 landings (installed) whichever comes first, then every 300 flying hours or 400 landings, whichever comes first	Inspection/check	AMM <a href="#">12-B-32-20-06-00A-313A-A</a>
32-30/424	Emergency gear extension system Electro mechanical landing gear	2000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Operational test	AMM <a href="#">12-B-32-30-10-00A-903A-A</a>
32-30/429	Main landing gear spring strut Electro mechanical landing gear	2000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Loosen and move the spring strut cover to examine the springs	AMM <a href="#">12-B-32-10-06-00A-313A-A</a>
32-30/426	Time delay relays and power contactors Electro mechanical landing gear	2000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Functional test	AMM <a href="#">12-B-32-30-08-00A-903A-A</a>
35-10/7	Oxygen bottle	Refer to AVOX Service Information Letter SIL-35-114 latest revision ( <a href="http://www.avoxsys.com">www.avoxsys.com</a> ) or ( <a href="http://www.pilatusaircraft.com">www.pilatusaircraft.com</a> -> Customer Support -> Technical Publications -> PC-12 -> Third-Party Documents -> Zodiac)	Hydrostatic test	Refer to AVOX Service Information Letter SIL-35-114 latest revision ( <a href="http://www.avoxsys.com">www.avoxsys.com</a> ) or ( <a href="http://www.pilatusaircraft.com">www.pilatusaircraft.com</a> -> Customer Support -> Technical Publications -> PC-12 -> Third-Party Documents -> Zodiac)



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Table 4 Miscellaneous Limitations (Continued from previous page)

Task No	Component	Limitation	Procedure	Reference
35-20/452	Passenger oxygen (drop-down mask) system (if installed)	3000 flying hours or 12 months, whichever comes first <b>See Note 4</b>	Operational test	AMM <a href="#">12-B-35-00-00-00A-903B-A</a>
35-20/459	Passenger oxygen (plug-in mask) system (if installed)	600 flying hours	Operational test	AMM <a href="#">12-B-35-00-00-00A-903A-A</a>
27-40/26	Pitch trim actuator (P/N 978.73.14.202 and 978.73.14.203)	5000 flying hours or 5 years (installed) whichever comes first or 4200 flying hours or 6 years (installed) whichever comes first or 3400 flying hours or 7 years (installed) whichever comes first	Overhaul	
57-00/427	Wing Main Spar Fastener Holes Strap Rib 6 <b>See Note 3</b>	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	Eddy current inspection No cracks are permitted. If you find cracks, contact Pilatus Customer Support for advice, <a href="http://www.pilatus-aircraft.com">www.pilatus-aircraft.com</a> -> contact	AMM <a href="#">12-B-57-20-10-00A-353D-A</a>

**Note 1**

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

**Note 2**

Aircraft with attachment bolts and nuts that are 10 years or older must be examined by 31 December 2016.

**Note 3**

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

**Note 4**

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

**Note 5**

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

**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**



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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 25.

## 5 Supplemental Structural Inspection Document

This section and AMM [12-B-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](http://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.



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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-B-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 No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
32-10/346	MLG Yoke fitting overhaul and Eddy Current Inspection CMM 02099	25,000	30,000	8300	10,000	6
32-10/347	MLG Trailing Link overhaul and Eddy Current Inspection CMM 02099	25,000	30,000	8300	10,000	6
52-10/348	Passenger/crew door - Examine all structural elements AMM <u>12-B-52-10-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6



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

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
52-20/349	Emergency door - Examine all structural elements AMM <a href="#">12-B-52-20-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
52-30/350	Cargo door - Examine all structural elements AMM <a href="#">12-B-52-30-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
53-00/351	Upper Longerons Frame 10 - Eddy Current Inspection AMM <a href="#">12-B-53-10-06-01A-353A-A</a> Inspection kit longeron frame 10 P/N 500.60.12.032	32,500	42,000	12,500	15,000	-
53-00/352	Fuselage Frames 10 to 16 - Examine all structural elements AMM <a href="#">12-B-53-10-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
53-00/353	Fuselage Frames 16 to 36 - Examine all structural elements AMM <a href="#">12-B-53-20-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
53-00/354	Fuselage Frames 36 to 43 - Examine all structural elements AMM <a href="#">12-B-53-30-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
53-00/355	Antenna Structure - Examine AMM <a href="#">12-B-53-00-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
53-00/356	Antenna - Bottom fuselage skin - Eddy Current Inspection AMM <a href="#">12-B-53-00-00-00A-353A-A</a>	28,300	37,000	8300	10,000	-
53-00/357	Antenna - Upper fuselage skin - Eddy Current Inspection AMM <a href="#">12-B-53-00-00-00A-353A-A</a>	32,500	42,000	12,500	15,000	-
53-00/359	Frames 21 and 24 Wing Attachments - Eddy Current Inspection AMM <a href="#">12-B-57-00-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-
53-00/360	Frames 21 and 24 Side Frame Attachments - Eddy Current Inspection AMM <a href="#">12-B-53-20-02-00A-353A-A</a> Inspection kit carry through frames P/N 500.50.12.327	30,000	39,000	10,000	12,000	-
53-00/361	Frames 41 and 43 Stabilizer Attachment - Eddy Current Inspection AMM <a href="#">12-B-53-30-02-00A-353A-A</a> or AMM <a href="#">12-B-55-30-03-00A-353A-A</a> Inspection kit vertical stabilizer P/N 500.50.12.325	32,500	42,000	12,500	15,000	-

Effectivity: ALL

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

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

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
55-20/362	Elevator - Examine AMM <u>12-B-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-B-27-30-00-00A-310A-A</u> Inspection kit elevator control P/N 500.60.12.019	32,500	42,000	12,500	15,000	6
27-30/364	Elevator Control Rods - Eddy Current Inspection AMM <u>12-B-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-B-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-B-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-B-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-B-55-20-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-30/369	Vertical Stabilizer - Examine AMM <u>12-B-55-30-00-00A-310A-A</u>	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-B-53-30-02-00A-353A-A</u> or AMM <u>12-B-55-30-03-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-30/371	Vertical Stabilizer Main Attachment to Horizontal Stabilizer - Eddy Current Inspection AMM <u>12-B-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 AMM <u>12-B-55-30-02-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-40/373	Rudder - Examine AMM <u>12-B-55-40-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
27-20/374	Rudder Control System - Examine AMM <u>12-B-27-20-00-00A-310A-A</u> Inspection kit rudder control P/N 500.60.12.018	32,500	42,000	12,500	15,000	6

Effectivity: ALL

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

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

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
27-20/375	Rudder Bellcrank - Task deleted from the Scheduled Maintenance Plan					
27-20/376	Rudder Cable Quadrant Shear Spigot - Examine AMM <a href="#">12-B-27-20-05-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
55-40-377	Rudder Hinges - Eddy Current Inspection AMM <a href="#">12-B-55-40-05-00A-353A-A</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 AMM <a href="#">12-B-56-11-01-00A-310A-A</a> and AMM <a href="#">12-B-56-11-02-00A-310A-A</a> and AMM <a href="#">12-B-53-10-16-00A-310A-A</a> Inspection kit windshield 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 AMM <a href="#">12-B-57-00-00-00A-310A-A</a>	30,000	39,000	10,000	12,000	6
57-00/380	Wing Main and Rear Spar to Fuselage Attachment - Eddy Current Inspection AMM <a href="#">12-B-57-00-03-00A-353A-A</a> and AMM <a href="#">12-B-57-00-03-01A-353A-A</a> Inspection kit wing attachment P/N 500.60.12.004 Inspection kit double bush P/N 500.60.12.007	30,000	39,000	10,000	12,000	-
57-00/382	Wing Rear Spar at Rib 8 Flap Arm Attachment - Eddy Current Inspection AMM <a href="#">12-B-57-20-10-00A-353C-A</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 AMM <a href="#">12-B-57-20-10-00A-353A-A</a> Inspection kit first oversize P/N 500.60.12.030 or Inspection kit second oversize P/N 500.60.12.020	25,000	30,000	3300	4000	-



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

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
57-00/384	Wing Main Spar Fastener Holes Strap Rib 6 - Eddy Current Inspection AMM <a href="#">12-B-57-20-05-00A-353A-A</a> Inspection kit first oversize P/N 500.60.12.031 or Inspection kit second oversize P/N 500.60.12.043	25,000	30,000	3300	4000	-
57-00/385	Wing Rear Spar Fastener Holes Rib 2 thru Rib 3 - Eddy Current Inspection AMM <a href="#">12-B-57-20-10-00A-353B-A</a>	25,000	30,000	12,500	15,000	-
27-50/386	Flap Mechanism - Examine AMM <a href="#">12-B-27-51-00-00A-310A-A</a> 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	30,000	39,000	10,000	12,000	6
27-50/387	Flap Drive Arm (not removed) - Eddy Current Inspection AMM <a href="#">12-B-27-51-00-00A-353A-A</a>	25,000	30,000	2500	3000	-
27-50/388	Flap Drive Arm (removed) - Eddy Current Inspection AMM <a href="#">12-B-27-51-01-00A-353A-A</a> AMM <a href="#">12-B-27-51-02-00A-353A-A</a> AMM <a href="#">12-B-27-51-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-
27-50/389	Flap Support Arm - Eddy Current Inspection AMM <a href="#">12-B-27-51-01-00A-353A-A</a> AMM <a href="#">12-B-27-51-02-00A-353A-A</a> AMM <a href="#">12-B-27-51-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-
27-50/390	Flap Cove Rib Fittings - Eddy Current Inspection AMM <a href="#">12-B-27-51-01-00A-353A-A</a> AMM <a href="#">12-B-27-51-02-00A-353A-A</a> AMM <a href="#">12-B-27-51-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-





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

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM						
Task No	Inspection/Reference	Threshold (whichever comes first)		Repeated Interval (whichever comes first)		
		Flying Hours	Landings	Flying Hours	Landings	Years
27-50-391	Flap Aft Links - Eddy Current Inspection AMM <a href="#">12-B-27-51-01-00A-353A-A</a> AMM <a href="#">12-B-27-51-02-00A-353A-A</a> AMM <a href="#">12-B-27-51-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-
27-50/392	Flap Bellcranks - Eddy Current Inspection AMM <a href="#">12-B-27-51-01-00A-353A-A</a> AMM <a href="#">12-B-27-51-02-00A-353A-A</a> AMM <a href="#">12-B-27-51-03-00A-353A-A</a>	30,000	39,000	10,000	12,000	-
57-60/393	Aileron - Examine AMM <a href="#">12-B-57-60-00-00A-310A-A</a>	32,500	42,000	12,500	15,000	6
27-10/394	Aileron Control System - Examine AMM <a href="#">12-B-27-10-00-00A-310A-A</a> Inspection kit cockpit P/N 500.50.12.314 Inspection kit floor P/N 500.60.12.035 Inspection kit wing P/N 500.60.12.016	32,500	42,000	12,500	15,000	6
27-10/395	Aileron Cable Segment - Eddy Current Inspection AMM <a href="#">12-B-27-10-09-00A-353A-A</a>	32,500	42,000	12,500	15,000	-
27-10/396	Aileron Control Rods - Eddy Current Inspection AMM <a href="#">12-B-27-00-01-00A-353A-A</a>	32,500	42,000	12,500	15,000	-
27-10/397	Aileron Control Rods - Magnetic Particle Inspection AMM <a href="#">12-B-27-00-01-00A-352A-A</a>	32,500	42,000	12,500	15,000	-
27-10/398	Aileron Bellcranks - Eddy Current and Magnetic Particle Inspections AMM <a href="#">12-B-27-10-08-00A-353A-A</a> AMM <a href="#">12-B-27-10-08-00A-353B-A</a> AMM <a href="#">12-B-27-10-08-00A-352B-A</a>	32,500	42,000	12,500	15,000	-
27-10/400	Aileron Hinge Points - Eddy Current Inspection AMM <a href="#">12-B-57-60-06-00A-353A-A</a>	32,500	42,000	12,500	15,000	-
71-00/401	Engine Mount - Magnetic Particle Inspection AMM <a href="#">12-B-71-00-05-00A-352A-A</a> Inspection kit engine mount P/N 500.60.12.006	26,600	35,000	6600	8000	-

The Airworthiness Limitations Section is EASA Approved under Approval Number: 10076753.

Approval Date: 25th June 2021.



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