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## PC-12/47E STRUCTURAL, COMPONENT AND MISCELLANEOUS LIMITATIONS - AMM DOCUMENT NO. 02436

### AIRWORTHINESS LIMITATIONS

#### Table of Contents

	Page
PC-12/47E STRUCTURAL, COMPONENT AND MISCELLANEOUS LIMITATIONS - AMM DOCUMENT NO. 02436 - AIRWORTHINESS LIMITATIONS.....	1
1 General.....	4
2 Structural Limitations.....	5
3 Component Limitations.....	5
4 Miscellaneous Limitations.....	7
5 Supplemental Structural Inspection Document.....	10
5.1 Limit of Validity.....	10
5.2 Authorisation.....	11
5.3 Deviation from Type Design.....	11
5.4 Supplemental Corrosion Prevention and Control Program (CPCP).....	11
5.5 Damage Tolerance Evaluation.....	12
6 Inspection Program.....	12

#### Index of Tables

	Page
1 References.....	1
2 Structural Limitations.....	5
3 Component Limitations.....	5
4 Miscellaneous Limitations.....	7
5 Supplemental Structural Inspection Program.....	12

### References

Table 1 References

Data module/Technical publication	Title
<u>12-B-20-40-00-00A-901A-A</u>	<u>CORROSION CONTROL - MAINTENANCE PRACTICES</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 PAR- TICLE 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>
<u>12-B-27-10-08-00A-352B-A</u>	<u>AILERON CONTROL SYSTEM – FUSELAGE BELLCRANK - MAGNETIC PARTICLE INSPECTION</u>

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 1



## UNCLASSIFIED

Data module/Technical publication	Title
<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-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-32-30-08-00A-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>
<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>

Effectivity: ALL

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



## UNCLASSIFIED

<b>Data module/Technical publication</b>	<b>Title</b>
<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-57-00-03-01A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS – HOLLOW BOLTS - EDDY CURRENT INSPECTION</u>
<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>

Effectivity: ALL

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



UNCLASSIFIED

Data module/Technical publication	Title
<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-C-04-00-00-00A-000A-A</u>	<u>STRUCTURAL AND COMPONENT LIMITATIONS - AIRWORTHINESS LIMITATIONS</u>
<u>12-C-05-10-30-00A-280A-A</u>	<u>SUPPLEMENTAL STRUCTURAL INSPECTION DOCUMENT</u>
<u>12-C-28-10-01-00A-903A-A</u>	<u>OUTWARD VENT VALVE - ADJUSTMENT/TEST</u>
<u>12-C-28-10-03-00A-903A-A</u>	<u>INWARD VENT VALVE - ADJUSTMENT/TEST</u>
<u>12-C-28-20-00-00A-903A-A</u>	<u>FLOAT VALVE AND FLAME ARRESTOR - ADJUSTMENT/TEST</u>
<u>12-C-57-00-03-00A-353A-A</u>	<u>WING AND FUSELAGE ATTACHMENT FITTINGS - EDDY CURRENT INSPECTION</u>
<u>12-C-71-00-00-00A-903D-A</u>	<u>POWER PLANT TEST 3 – DC GENERATION SYSTEM - ADJUSTMENT/TEST</u>
<u>12-C-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 MSN 1720, 2001 and up, do not install the following components:

#### Main Landing Gear Spring Pack Assemblies

Part Number (P/N) 532.34.12.101 (Ref. Pilatus Service Bulletin 32-027).

#### Nose Landing Gear Torque Tube

P/N 532.50.12.047.

#### Horizontal Stabilizer Rear Attachment Bolts

P/N 555.10.12.139 and production order number (FAUF) FAUF 10169753, FAUF 10171067 or FAUF 10171267 (Ref. Pilatus Service Bulletin 55-004).

#### Propeller Blade

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 4



UNCLASSIFIED

Propeller blade E10477K.

P/N 968.29.13.003 or 968.29.13.004 (Ref. Pilatus Service Bulletin 61-002).

### Engine Mounting Frame / Swaged Tube Ends

P/N 571.20.12.036 with serial numbers 0001 thru 1200, 1202 thru 1272, 1275 thru 1323, 1325 thru 1328, 1334 thru 1338, 1340, 1342, 1344 thru 1346, 1348, 1349, 1358, 1361 or 1365 (Ref. Pilatus Service Bulletin 71-009).

## 2 Structural Limitations

Table 2 Structural Limitations

Task No	Structure	Life
53-00/9	Fuselage and associated structure <b>See Note 1</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 1</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 1</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 <a href="#">Para 5</a> and AMM <a href="#">12-C-05-10-30-00A-280A-A</a> for the supplemental structural inspections.		

## 3 Component Limitations

Table 3 Component Limitations

Task No	Component	Life
72-00/572	Engine rotor components	Refer to P&WC EMM Airworthiness Limitations (latest revision)
71-00/16	Engine mounting Frame <b>See Note 1</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 <a href="#">Para 5</a> and AMM <a href="#">12-C-05-10-30-00A-280A-A</a> for the supplemental structural inspections		
71-00/17	Engine mounting Frame, replace all bolts, washers and nuts	11,000 flying hours
27-20/575	Rudder bellcrank <b>See Note 4</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 (P/N 978.73.20.309) (black anodized)	20,000 flying hours or 27,000 landings, whichever comes first

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 5



UNCLASSIFIED

Table 3 Component Limitations (Continued from previous page)

Task No	Component	Life
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	180 Months (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 (IPD 12-20-00-07). Refer to AMM <a href="#">12-B-27-40-02-00A-920A-A</a> 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
32-30/423	Electro mechanical landing gear actuators	30,000 landings
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
32-30/518	Main landing gear actuator bottom attachment bolts P/N 532.10.12.218 (identified with .218 and VLG on bolt head)	Task deleted from Scheduled Maintenance



UNCLASSIFIED

## 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 3</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 2</b>	Functional test of the GCU 1 and GCU 2 over and under-voltage trip protection (CMR)	AMM <a href="#">12-C-71-00-00-00A-903D-A</a>
21-20/317	ECS emergency shut-off system	Every 3000 flying hours 12 months, whichever comes first <b>See Note 2</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.	-
21-30/463	MSN 1720 - 9999 Cabin pressurization dump control	Every 600 flying hours or 12 months, whichever comes first <b>See Note 2</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 2</b>	Operational test	AMM <a href="#">12-B-21-30-00-00A-903B-A</a>

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 7



UNCLASSIFIED

Table 4 Miscellaneous Limitations (Continued from previous page)

Task No	Component	Limitation	Procedure	Reference
21-30/465	MSN 1720 - 9999 Cabin pressurization positive pressure re- lief valve	Every 4800 flying hours or 48 months, whichever comes first	Functional test	AMM <u>12-B-21-30-00-00A- 903B-A</u>
21-30/468	MSN 1720 - 9999 Cabin pressurization altitude limiting func- tion	Every 4800 flying hours or 48 months, whichever comes first	Functional test	AMM <u>12-B-21-30-00-00A- 903B-A</u>
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 <u>12-B-21-30-00-00A- 903B-A</u>
27-40/1	Horizontal stabilizer trim	Every 3000 flying hours or 12 months, whichever comes first <b>See Note 2</b>	Functional test of Trim Runaway Aural Warning System (FAA CMR)	AMM <u>12-B-27-40-00-00A- 903A-A</u>
27-40/508	Pitch trim actuator (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	-
28-10/500	Inward vent valve	Every 1200 flying hours or 12 months, whichever comes first <b>See Note 3</b>	Functional test	AMM <u>12-C-28-10-03-00A- 903A-A</u>
28-10/501	Outward vent valve	Every 2400 flying hours or 24 months, whichever comes first <b>See Note 3</b>	Operational test	AMM <u>12-C-28-10-01-00A- 903A-A</u>
28-20/502	Fuel tank vent float valve and flame ar- restor	Every 600 flying hours or 12 months, whichever comes first <b>See Note 3</b>	Operational test	AMM <u>12-C-28-20-00-00A- 903A-A</u>
32-10/438	Main landing gear leg forward attachment bolt and bush and rear attachment bolt and nut	6 years	Examine	AMM <u>12-B-32-10-00-00A- 310B-A</u>
32-10/439	Main landing gear spring pack assembly top and bottom at- tachment bolts and nuts	6 years	Examine	AMM <u>12-B-32-10-00-00A- 310B-A</u>

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 8





UNCLASSIFIED

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	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	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	Examine	AMM <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 2</b>	Examine	AMM <a href="#">12-B-32-10-00-00A-310B-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 2</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 12 months, whichever comes first <b>See Note 2</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 contactor (Electro mechanical landing gear)	2000 flying hours or 12 months, whichever comes first <b>See Note 2</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.pilatus-aircraft.com">www.pilatus-aircraft.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.pilatus-aircraft.com">www.pilatus-aircraft.com</a> ) -> Customer Support -> Technical Publications -> PC-12 -> Third-Party Documents -> Zodiac)
35-20/452	Passenger oxygen (drop-down mask) system (if installed)	3000 flying hours or 12 months, whichever comes first <b>See Note 2</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>

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 9



UNCLASSIFIED

Table 4 Miscellaneous Limitations (Continued from previous page)

Task No	Component	Limitation	Procedure	Reference
57-00/427	Wing Main Spar Fastener Holes Strap Rib 6 <b>See Note 1</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. <b>www.pilatus-aircraft.com</b> → contact us	AMM <u>12-B-57-20-10-00A-353D-A</u>

**Note 1**

Do not do the inspection more than 500 FH 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 03.

## 5 Supplemental Structural Inspection Document

This section and AMM 12-C-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 us

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.



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## 5.2 Authorisation

The following is required to do the SSID:

- Latest version of the PC-12/47E ALS ([12-C-04-00-00-00A-000A-A](#)) 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-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.



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## 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
52-20/349	Emergency door - Examine all structural elements AMM <u>12-B-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 AMM <u>12-B-52-30-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
53-00/351	Upper Longerons Frame 10 - Eddy Current Inspection AMM <u>12-B-53-10-06-01A-353A-A</u> 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 <u>12-B-53-10-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
53-00/353	Fuselage Frames 16 to 36 - Examine all structural elements AMM <u>12-B-53-20-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
53-00/354	Fuselage Frames 36 to 43 - Examine all structural elements AMM <u>12-B-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-B-53-00-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 12



UNCLASSIFIED

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
53-00/356	Antenna - Bottom fuselage skin - Eddy Current Inspection <u>AMM 12-B-53-00-00-00A-353A-A</u>	28,300	37,000	8300	10,000	-
53-00/357	Antenna - Upper fuselage skin - Eddy Current Inspection <u>AMM 12-B-53-00-00-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
53-00/359	Frames 21 and 24 Wing Attachments - Eddy Current Inspection <u>AMM 12-C-57-00-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-
53-00/360	Frames 21 and 24 Side Frame Attachments - Eddy Current Inspection <u>AMM 12-B-53-20-02-00A-353A-A</u> 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 <u>AMM 12-B-53-30-02-00A-353A-A</u> or <u>AMM 12-B-55-30-03-00A-353A-A</u> Inspection kit vertical stabilizer (P/N 500.50.12.325)	32,500	42,000	12,500	15,000	-
55-20/362	Elevator - Examine <u>AMM 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 <u>AMM 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 <u>AMM 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 <u>AMM 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 <u>AMM 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 <u>AMM 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 <u>AMM 12-B-55-20-01-00A-353A-A</u>	32,500	42,000	12,500	15,000	-
55-30/369	Vertical Stabilizer - Examine <u>AMM 12-B-55-30-00-00A-310A-A</u>	32,500	42,000	12,500	15,000	6

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 13



UNCLASSIFIED

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
55-30/370	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
27-20/375	Rudder Bellcrank - Task deleted from the Scheduled Maintenance Plan					
27-20/376	Rudder Cable Quadrant Shear Spigot - Examine AMM <u>12-B-27-20-05-00A-310A-A</u>	32,500	42,000	12,500	15,000	6
55-40/377	Rudder Hinges - Eddy Current Inspection AMM <u>12-B-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 AMM <u>12-B-56-11-01-00A-310A-A</u> and AMM <u>12-B-56-11-02-00A-310A-A</u> and AMM <u>12-B-53-10-16-00A-310A-A</u> 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 <u>12-B-57-00-00-00A-310A-A</u>	30,000	39,000	10,000	12,000	6
57-00/380	Wing Main and Rear Spar to Fuselage Attachment - Eddy Current Inspection AMM <u>12-C-57-00-03-00A-353A-A</u> and AMM <u>12-B-57-00-03-01A-353A-A</u> Inspection kit double bush (P/N 500.60.12.007)	30,000	39,000	10,000	12,000	-

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 14



UNCLASSIFIED

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
57-00/382	Wing Rear Spar at Rib 8 Flap Arm Attachment - Eddy Current Inspection AMM <u>12-B-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 AMM <u>12-B-57-20-10-00A-353A-A</u> 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	-
57-00/384	Wing Main Spar Fastener Holes Strap Rib 6 - Eddy Current Inspection AMM <u>12-B-57-20-05-00A-353A-A</u> 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 <u>12-B-57-20-10-00A-353B-A</u>	25,000	30,000	12,500	15,000	-
27-50/386	Flap Mechanism - Examine AMM <u>12-B-27-51-00-00A-310A-A</u> 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 <u>12-B-27-51-00-00A-353A-A</u>	25,000	30,000	2500	3000	-
27-50/388	Flap Drive Arm (removed) - Eddy Current Inspection AMM <u>12-B-27-51-01-00A-353A-A</u> AMM <u>12-B-27-51-02-00A-353A-A</u> AMM <u>12-B-27-51-03-00A-353A-A</u>	30,000	39,000	10,000	12,000	-

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 15



UNCLASSIFIED

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
27-50/389	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	-
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-352B-A</a> AMM <a href="#">12-B-27-10-08-00A-353A-A</a> AMM <a href="#">12-B-27-10-08-00A-353B-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	-

Effectivity: ALL

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

UNCLASSIFIED

2021-07-08 Page 16





UNCLASSIFIED

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
71-00/401	Engine Mount - Magnetic Particle Inspection AMM <u>12-C-71-00-05-00A-352A-A</u> 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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