

PILATUS
PC-6
MAINTENANCE MANUAL

CHAPTER 04 - AIRWORTHINESS LIMITATIONS
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CHAPTER 04 - AIRWORTHINESS LIMITATIONS
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AIRWORTHINESS LIMITATIONS

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 14 CFR 43.16 and 91.403 unless an alternate program has been FAA approved.

On any PC-6, do not install the following parts:

Mechanical stabilizer trim system:

Connecting pieces 6232.0026.XX manufactured by Fairchild. The Fairchild part has a rivet in the center that is not on the Pilatus part (refer also to SB 53-001, Rev. 1).

Electrical stabilizer trim system:

Fitting 116.40.06.033 without index after part number (refer also to SB 53-001, Rev. 1).

2. Limit Of Validity (LOV)

For PC-6 / B2-H4 aircraft registered in the Commonwealth of Independent States (CIS) the following applies:

- LOV - Airframe: 27,750 flying hours or 36,225 landings (whichever comes first).

3. Mandatory Structural Inspections

Item	Maintenance Requirement	Interval
Chapter 27 - Flight Controls		
Aileron, Rudder, Elevator and Flap Bellcranks and Levers	Examine (Non Destructive Inspection, see NOTE F below)	7000 flying hours or 14 years (whichever comes first)
Aileron Trim Screw-Actuator (Mechanical System)	Check for backlash. The maximum permitted backlash is 0,3 mm (0.012 in.)	3500 flying hours or 7 years (whichever comes first)
Chapter 53 - Fuselage		
Stabilizer Trim Attachment Components, FR12A	Examine (Ref. 53-30-00. Page Block 601)	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
FR12A	Examine (Ref. 53-30-00. Page Block 601)	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below

EFFECTIVITY: All

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Item	Maintenance Requirement	Interval
Right Wing-Strut Fitting (P/N 6102.0041.00, 111.35.06.056, 111.35.06.184 or 111.35.06.186)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	1100 flying hours or 12 months (whichever comes first) See NOTE D and NOTE G below
Left Wing-Strut Fitting (P/N 111.35.06.193, 111.35.06.195, 111.35.06.216 or 111.35.06.217)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	12 months See NOTE D and NOTE G below
Right Wing-Strut Fitting (P/N 111.35.06.194, 111.35.06.195, 111.35.06.216 or 111.35.06.218)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	12 months See NOTE D and NOTE G below
Wing to Fuselage Fittings	Examine (Ref. 57-00-03, Page Block 601)	7000 flying hours or 14 years (whichever comes first)
Aileron/Flap Support-Brackets	Examine (Ref. 57-26-01, Page Block 601 - Non Destructive Inspection, see NOTE F below)	7000 flying hours or 14 years (whichever comes first)

NOTE A: Refer to the appropriate engine and propeller maintenance manuals for the applicable airworthiness limitations.

NOTE B: If any of the above maintenance tasks were accomplished in accordance with an earlier revision of this AMM, the relevant interval starts from that date, except for items with NOTES C or D.

NOTE C: For parts with 1000 flying hours or more since the completion of SB 53-003 part B, the maintenance task must be accomplished within 100 flying hours or 100 landings, whichever comes first.

NOTE D: If the maintenance requirement of this task was accomplished as part of SB 57-005 or superordinate ADs, the interval starts from that date.

NOTE E: Any maintenance task listed above for which NOTES B, C or D do not apply must be accomplished within 12 months from the effective date of Feb 28/10.

NOTE F: You can do a Fluorescent Dye Penetrant Inspection or an Eddy Current Inspection (Ref. SRM 51-00-09).

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

EFFECTIVITY: All