TIME LIMITED INSPECTION REQUIREMENTS

Item	Inspection Requirement	Interval
Chapter 12 - Servicing		
Complete aircraft	Wash and apply corrosion preventative	Depending on operating conditions (Ref. 20-40-00)
Chapter 21 - Air Conditioning		
Condenser blower motor Part No.: 112.55.07.481 (Dukes Vendor Part No. 4544-00-5 only)	Remove and inspect (Ref. 21-50-05, Page Block 401 and CMM).	600 flying hours
Chapter 24 - Electrical Power		
Battery	Remove and service (Ref. 24-30-01 Page Block 401 and CMM)	100 flying hours or 3 months
Emergency battery (if installed)	Operational test (Ref. 24-30-05, Page Block 501)	3 months
Emergency battery (if installed)	Remove and service (Ref. 24-30-05, Page Block 401 and CMM)	12 months
Chapter 25 - Equipment and Furnishings		
Smoke generator pods (if installed) Spark plug	Remove, clean and examine (Ref. Sanders CMM SCSG-5)	Each 10 operations
Smoke generator pods, Model A only (if installed) Spark plug	Remove, clean and examine (Ref. Sanders CMM SCSG-5A)	Each 20 operations
Underwing racks - Model 2039 only (if installed)	Remove, clean, examine and lubricate the mechanism (Ref. CMM 94-32-05)	12 months
ELT	Do an operational test (Ref. 25-63-00, Page Block 501)	12 Months
Chapter 27 - Flight Controls		
Control cables and pulleys	Examine (Ref. 27-00-00, Page Block 601)	3000 flying hours or 5 years
Rudder cable lock (aircraft with cable-operated control-lock)	Do the inspection/check (Ref. 27-70-00, Page Block 601)	2 years
Chapter 31 - Indicating and Recording		
Accelerometer: Wultrad P/N 999.71.11.520 / 119.41.07.900 QED P/N 999.71.11.517	Functional test (Ref. Applicable CMM)	2 years

Item	Inspection Requirement	Interval
Accelerometer: All other types / P/Ns	Functional test (Ref. Applicable CMM)	12 months
Chapter 32 - Landing Gear		
Nose landing gear folding strut assembly, upper (Part No. 114.48.07.142)	Magnetic particle inspection crack detect the drive axle	7000 landings
Main landing gear rotary actuator	Examine the brushes for wear (Ref. 32-30-01, Page Block 601)	3000 landing gear cycles
Main landing gear screw actuators	Do a check of the axial play (Ref. CMM 32-31-01, Page Block 5001)	1500 landing gear cycles
Nose landing gear screw actuator	Do a check of the axial play (Ref. CMM 32-31-02, Page Block 5001)	1500 landing gear cycles
Nose landing gear screw actuator	Do the Inspection **/** Check (Ref. 32-30-02, Page Block 601)	500 landing gear cycles
Main and nose wheels	Examine (Ref. BFG CMM)	At each tire replacement
Main and nose gear struts	Replace the hydraulic fluid (Ref. CMM 02069 **/** 02070)	5 years (Do with High Time Inspection) Initial compliance for aircraft more than 5 years old: At the next Detailed Inspection
Main Landing Gear Legs (MSN 001 thru 580, Pre SB 32-014 and for leg housings not repaired in accordance with SB 32-013 or CMM No. 02070, 32-10-04). Repaired housings have to be examined in accordance with the intervals provided by Pilatus Aircraft Ltd. after repair was performed (Ref. CMM 02070, 32-10-04)	Remove for housing examination (Ref. 32-10-01, Page Block 401 and CMM No. 02070, 32-10-04)	2000 landings or 1000 flying hours (whichever comes first)
MLG Support Strut (not applicable if P/N 532.10.09.128 is installed)	Examine (Ref. 32-10-03, Page Block 601)	6 months
Chapter 34 - Navigation		
Altimeters	Functional test (Ref. 34-14-00, Page Block 501)	2 years
Transponder system (if installed)	Functional test (Ref. 34-54-00, Page Block 501)	2 years
Attitude and Heading Reference System (AHRS) (if installed)	Check swing (Ref. 34-25-00, Page Block 501)	2 years
Standby magnetic compass	Check swing (Ref. 34-21-10, Page Block 501)	2 years

Item	Inspection Requirement	Interval
Pitot static system	Drain system (Ref. 34-11-00, Page Block 201)	2 years
Chapter 35 - Oxygen		
Regulator panels	Bench test	2 years or 2000 flying
Chapter 53 - Fuselage		
Longerons (For aircraft more than 5 years old)	Examine with a borescope (Ref. 53-10-01, Page Block 601)	Initial compliance: At the next Intermediate Inspection Subsequent inspections: For aircraft operating in a Normal environment: 2 years For aircraft operating in Severe environment: 12 months
Vertical stabilizer	Examine the internal structure with a borescope (Ref. 53-20-01, Page Block 601)	2 years
Chapter 55 - Stabilizers		
Elevator attachment brackets (Pre SB 55-005 only)	Examine (Ref. 55-10-00, Page Block 601)	2 years
Rudder attachment brackets (Pre SB 55-005 only)	Examine (Ref. 55-30-00, Page Block 601)	2 years
Horizontal stabilizer spherical-bearings	Check for play (Ref. 55-10-00, Page Block 601)	Initial inspection at 5000 flying hours Subsequent inspections every 2500 flying hours
Vertical and horizontal stabilizer spar-flanges	Examine for corrosion (Ref. 55-05-00, Page Block 601)	300 flying hours or 12 months

Item	Inspection Requirement	Interval
Chapter 57 - Wing		
Wing attachment bolts and nuts	Examine (Ref. 57-40-01, Page Block 601)	5 years
Main Landing Gear (MLG) front attachment brackets (Part No. 111.34.07.105 and 111.34.07.106) with 3000 flying hours or 10 years in service	Impedance Plane Eddy-Current Inspection (Ref. 57-10-01, Page Block 601)	Initial
Main Landing Gear (MLG) front attachment brackets (Part No. 111.34.07.105 and 111.34.07.106) which have been inspected and found serviceable	Impedance Plane Eddy-Current Inspection (Ref. 57-10-01, Page Block 601)	12 months Post SB 57-004 or post initial and subsequent inspections.
Aft dihedral fittings (Part No. 111.34.07.469 and 111.34.07.470) Pre SB 57-006	Impedance Plane Eddy-Current Inspection and repair if applicable (Ref. 57-10-02, Page Block 601)	Initial inspection at 3000 flying hours or 10 years in service
Forward dihedral fittings (Part No. 111.34.07.471 and 111.34.07.472) Pre SB 57-006	Radiographic Inspection (Ref. 57-10-02, Page Block 601)	Initial inspection at 3000 flying hours or 10 years in service.
Aft dihedral fittings (Part No. 111.34.07.469 and 111.34.07.470) which have been inspected and found to have cracks in limits. NOTE: Not necessary if fittings have been modified (Bolt holes reamed in accordance with SB 57-006 or 57-10-02)	Impedance Plane Eddy-Current Inspection (Ref. 57-10-02, Page Block 601)	12 months Post SB 57-006 or post initial and subsequent inspections.
Wing spigot attachment-bolts	Check the Torque (Ref. 57-40-02, Page Block 601)	200 flying hours after SB 57-012 is accomplished, then every 1000 flying hours.
Wing Tank Access Hole Frames	Examine (Ref. 57-10-04, Page Block 601)	1000 flying hours or 4 years. Based on operator experience with corrosion, this interval can be extended.
Chapter 71 - Powerplant		
Compressor performance recovery wash	Wash - All operations (Ref. 71-00-00, Page Block 701)	100 to 200 flying hours (Ref. P&WC EMM 71-00-00)
Compressor desalination wash	Wash - Salt laden environment (Ref. 71-00-00, Page Block 701)	Daily to weekly depending on operating conditions (Ref. P&WC EMM 71-00-00)
Turbine wash	Wash (Ref. 71-00-00, Page Block 701)	Ref. P&WC EMM 71-00-00

Item	Inspection Requirement	Interval
Compressor	Examine for corrosion and erosion (Ref. P&WC EMM 72-30-05)	400 flying hours or when FOD damage is suspected
Hot Section	Examine with boroscope (Ref. P&WC EMM 72-00-00, Page Block 601)	Ref. P&WC EMM 72-00-00, Table 601
Engine mounting-frame attachment bolts and fittings	Examine (Ref. 71-20-01, Page Block 601)	5 years
Chapter 73 - Engine Fuel and Control		
Fuel manifold adapter and nozzle assemblies	Initial inspection Further inspection on condition (Ref. P&WC EMM 73-10-05)	400 flying hours
HP fuel pump input coupling	Examine drive splines for fretting corrosion (Ref. P&WC EMM 73-10-02)	600 flying hours
HP fuel pump inlet screen	Examine (Ref. P&WC EMM 73-10-02)	600 flying hours
Chapter 76 - Engine Controls		
Emergency fuel control system (if installed)	Functional test (Ref. 76-20-00, Page Block 501)	300 flying hours
Chapter 79 - Oil		
Engine oil	Change	At each Hot Section Inspection (HSI) or each 5 years
Chip detector	Examine (Ref. P&WC EMM 72-00-00)	600 flying hours or 12 months
AGB internal scavenge-pump inlet-screen	Examine and, if necessary, clean (Ref. P&WC EMM 72-60-00)	200 flying hours or 6 months (whichever comes first) for aircraft operating in a high relative humidity/ tropical environment (70 to 100% humidity for most of the year). 1000 flying hours otherwise.

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