PC-12, PC-12/45, PC-12/47 STRUCTURAL, COMPONENT AND MISCELLANEOUS LIMITATIONS - AMM DOCUMENT NO. 2049

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
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12-A-27-10-08-00A-353A-A	AILERON CONTROL SYSTEM – OUTER WING BELLCRANK - 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.

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

Structure	Life
Fuselage and associated **See Note 4**	**Pre SB 04-009** 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Wing structure **See Note 4**	**Pre SB 04-009** 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 25,000 flying hours or 30,000 landings, whichever comes first
Tail structure **See Note 4**	**Pre SB 04-009** 20,000 flying hours or 27,000 landings, whichever comes first
	Post SB 04-009 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 the Supplemental Structural Inspection Document (SSID) at Para 5 and 12-A-05-10-30-00A-280A-A for supplemental structural inspections.	

3 Component Limitations

Table 3 Component Limitations

Component		Life Limit
Engine rotor components		P&WC SB 14002 (latest revision)
Engine mounting frame **See Note 4**		**Pre SB 04-009** 20,000 flying hours or 27,000 landings, whichever comes first
		Post SB 04-009 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 the Supplemental Structural Inspection Document (SSID) at Para 5 and 12-A-05-10-30-00A-280A-A for supplemental structural inspections.		
Engine mounting frame, replace all bolts, washers and nuts		11,000 flying hours
Pitch trim actuator		20,000 flying hours or 27,000 landings, whichever comes first
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
Fire extinguisher		10 years (elapsed).
Oxygen bottle		15 years (elapsed)
NLG upper right hand drag link	P/N 532.20.12.140 (Pre SB 32–014)	4000 landings

Table 3 Component Limitations (continued from previous page)

Component		Life Limit
Cargo door lower lug fittings (Qty 3)		13,000 flying hours or 17,000 landings, whichever comes first
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	5000 flying hours
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 flying hours
Pitch trim actuator attachment parts, fail safe plates and their attachment parts (IPC 12-20-00-07). Refer to AMM 12-A-27-40-02-00A-920A-A for fail safe plate removal/installation.		10,000 flying hours
Flight control cables, aileron	P/N 527.10.12.113 P/N 527.10.12.114 P/N 527.10.12.115 P/N 527.10.12.116	20,000 flying hours or 27,000 landings, whichever comes first
Autopilot control cable, aileron	P/N 527.10.12.144	20,000 flying hours or 27,000 landings, whichever comes first
Flight control cables, rudder	P/N 527.20.12.098 P/N 527.20.12.099	20,000 flying hours or 27,000 landings, whichever comes first
Autopilot control cables, rudder	P/N 527.20.12.105 P/N 527.20.12.106	20,000 flying hours or 27,000 landings, whichever comes first
Flight control cables, elevator	P/N 527.30.12.044 P/N 527.30.12.045 P/N 527.30.12.046	20,000 flying hours or 27,000 landings, whichever comes first
Autopilot control cables, elevator	P/N 527.30.12.049 P/N 527.30.12.050	20,000 flying hours or 27,000 landings, whichever comes first
Stick pusher cables	P/N 527.30.12.066 P/N 527.30.12.067	20,000 flying hours or 27,000 landings, whichever comes first
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
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.

4 Miscellaneous Limitations

Table 4 Miscellaneous Limitations

Component	Limitation	Procedure
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 **See Note 6**	In-situ Inspection/Check, AMM 12-A-27-51-00-00A-313A-A
Cockpit outer side, DV windows and cabin windows	If cracked	Replace
Cockpit inner and outer side, DV windows and cabin windows	If chipped, cracked (only for inner side windows), crazing, scratched, bubbles or delaminated	Refer to AMM 12-A-56-00-00-00A-313A-A for limitations
Windshield LH and RH	If cracked in inner lamination	Replace
	If cracked in outer lamination	Only unpressurized flight is permitted up to the next scheduled inspection providing it does not cause visual problems
Horizontal stabilizer trim	Every 3000 flying hours or 12 months, whichever comes first **See Note 5**	Functional test of Trim Runaway Aural Warning System (FAA CMR) in accordance with AMM 12-A-27-40-00-00A-903A-A
Main landing gear leg forward attachment bolt and bush and rear attachment bolt and nut	6 years **See Note 3**	Examine (refer to AMM 12-A-32-10-00-00A-310A-A)
Main landing gear actuator top and bottom attachment bolts and nuts	6 years **See Note 3**	Examine (refer to AMM 12-A-32-10-00-00A-310A-A)
Main landing gear shock absorber top and bottom attachment bolts and nuts	12 months **See Note 5**	Examine (refer to AMM 12-A-32-10-00-00A-310A-A)
NLG upper right hand drag link (P/N 532.20.12.289 or 532.20.12.140)	Initially 2000 flying hours or 2500 landings (installed) whichever comes first, then every 300 flying hours or 400 landings, whichever comes first	Inspection/check (refer to AMM 12-A-32-20-06-00A-313A-A).
Oxygen bottle	Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com)	Hydrostatic test. Refer to AVOX Service Information Letter SIL-35-114 latest revision (www.avoxsys.com).
Pitch trim actuator (P/N 978.73.14.201)	1500 flying hours	Overhaul

Table 4 Miscellaneous Limitations (continued from previous page)

Component	Limitation	Procedure
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
Wing Main Spar Fastener Holes Strap Rib 6 **See Note 4**	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. **See Notes 1 and 2**	Eddy current inspection, AMM 12-A-57-20-10-00A-353D-A No cracks are permitted. If you find cracks contact Pilatus Aircraft for advice.

Note 1

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 2

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 3

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

Note 4

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

Note 5

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

Note 6

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

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.

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 and Table 5, which remain as safe-life.

6 Component Life

Table 5 Component Life

Task No.	Component	Life (whichever comes first)	
		Flying Hours	Landings
27-50/414	Flaps - Life Limit (discard)	25,000	30,000
55-10/415	Horizontal Stabilizer - Life Limit (discard)	25,000	30,000
32-20/416	NLG Upper Right Hand Drag Link (except for P/N 532.20.12.140) - Life Limit (discard)	25,000	30,000
32-30/417	MLG Actuator - Life Limit (discard)	25,000	30,000
29-10/418	Nitrogen accumulator - Life Limit (discard)	25,000	30,000

7 Inspection Program

Note

The repeated intervals specified in Table 6 apply AFTER the threshold limitation for the inspection has been reached.

Table 6 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 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 AMM 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 AMM 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 AMM 12-A-53-10-06-01A-353A-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 12-A-53-10-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/353	Fuselage Frames 16 to 36 - Examine all structural elements AMM 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 AMM 12-A-53-30-00-00A-310A-A	32,500	42,000	12,500	15,000	6
53-00/355	Antenna Structure - Examine AMM 12-A-53-00-00-00A-310A-A	32,500	42,000	12,500	15,000	6

Table 6 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 AMM 12-A-53-00-00-00A-353A-A	28,300	37,000	8300	10,000	-
53-00/357	Antenna - Upper fuselage skin - Eddy Current Inspection AMM 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 AMM 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 AMM 12-A-53-20-02-00A-353A-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 12-A-53-30-02-00A-353A-A or AMM 12-A-55-30-03-00A-353A-A Inspection kit vertical stabilizer P/N 500.50.12.325	32,500	42,000	12,500	15,000	-
55-20/362	Elevator - Examine AMM 12-A-55-20-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-30/363	Elevator - Control System - Examine AMM 12-A-27-30-00-00A-310A-A 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 12-A-27-00-01-00A-353A-A	32,500	42,000	12,500	15,000	-

Table 6 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**
27-30/365	Elevator Control Rods - Magnetic Particle Inspection AMM 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 AMM 12-A-27-30-05-00A-353A-A	32,500	42,000	12,500	15,000	-
55-20/367	Elevator Drive Lever - Eddy Current Inspection AMM 12-A-55-20-01-00A-353A-A	32,500	42,000	12,500	15,000	-
55-20/368	Elevator Hinges - Eddy Current Inspection AMM 12-A-55-20-01-00A-353A-A	32,500	42,000	12,500	15,000	-
55-30/369	Vertical Stabilizer - Examine AMM 12-A-55-30-00-00A-310A-A	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 12-A-53-30-02-00A-353A-A or AMM 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 AMM 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 AMM 12-A-55-30-02-00A-353A-A	32,500	42,000	12,500	15,000	-
55-40/373	Rudder - Examine AMM 12-A-55-40-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-20/374	Rudder Control System - Examine AMM 12-A-27-20-00-00A-310A-A Inspection kit rudder control P/N 500.60.12.018	32,500	42,000	12,500	15,000	6

Table 6 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 Bellcranks - Eddy Current Inspection AMM 12-A-27-20-04-00A-353A-A	32,500	42,000	12,500	15,000	-
27-20/376	Rudder Cable Quadrant Shear Spigot - Examine AMM 12-A-27-20-05-00A-310A-A	32,500	42,000	12,500	15,000	6
55-40-377	Rudder Hinges - Eddy Current Inspection AMM 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 AMM 12-A-56-11-01-00A-310A-A and AMM 12-A-56-11-02-00A-310A-A and AMM 12-A-53-10-16-00A-310A-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 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 AMM 12-A-57-00-03-00A-353A-A and AMM 12-A-57-00-03-01A-353A-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	-

Table 6 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 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 AMM 12-A-57-20-10-00A-353A-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	-
57-00/384	Wing Main Spar Fastener Holes Strap Rib 6 - Eddy Current Inspection AMM 12-A-57-20-05-00A-353A-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 12-A-57-20-10-00A-353B-A	25,000	30,000	12,500	15,000	-

Table 6 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**
27-50/386	Flap Mechanism - Examine AMM 12-A-27-51-00-00A-310A-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 12-A-27-51-00-00A-353A-A	25,000	30,000	2500	3000	-
27-50/388	Flap Drive Arm (removed) - Eddy Current Inspection AMM 12-A-27-51-01-00A-353A-A AMM 12-A-27-51-02-00A-353A-A AMM 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 AMM 12-A-27-51-01-00A-353A-A AMM 12-A-27-51-02-00A-353A-A AMM 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	-
27-50/390	Flap Cove Rib Fittings - Eddy Current Inspection AMM 12-A-27-51-01-00A-353A-A AMM 12-A-27-51-02-00A-353A-A AMM 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	-

Table 6 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 12-A-27-51-01-00A-353A-A AMM 12-A-27-51-02-00A-353A-A AMM 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	-
27-50/392	Flap Bellcranks - Eddy Current Inspection AMM 12-A-27-51-01-00A-353A-A AMM 12-A-27-51-02-00A-353A-A AMM 12-A-27-51-03-00A-353A-A	30,000	39,000	10,000	12,000	-
57-60/393	Aileron - Examine AMM 12-A-57-60-00-00A-310A-A	32,500	42,000	12,500	15,000	6
27-10/394	Aileron Control System - Examine AMM 12-A-27-10-00-00A-310A-A 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	32,500	42,000	12,500	15,000	6
27-10/395	Aileron Cable Segment - Eddy Current Inspection AMM 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 AMM 12-A-27-00-01-00A-353A-A	32,500	42,000	12,500	15,000	-

Table 6 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**
27-10/397	Aileron Control Rods - Magnetic Particle Inspection AMM 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 AMM 12-A-27-10-08-00A-353A-A AMM 12-A-27-10-08-00A-353B-A AMM 12-A-27-10-08-00A-352B-A	32,500	42,000	12,500	15,000	-
27-30/400	Aileron Hinge Points - Eddy Current Inspection AMM 12-A-57-60-06-00A-353A-A	32,500	42,000	12,500	15,000	-
71-00/401	Engine Mount - Magnetic Particle Inspection AMM 12-A-71-00-05-00A-352A-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: 10065508.

Approval Date: 14 May 2018.