

Service Bulletin No: 57-006

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ATA Chapter: 57

**WINGS - FLAP SUPPORTS  
INSPECTION OF THE FLAP SUPPORT ARM ATTACHMENTS****1. Planning Information****A. Effectivity**

All PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft up to and including MSN 1810.

For aircraft 1314 thru 1810, only the replacement of the original peel type shims by the new solid shims applies (Part 2 of this Service Bulletin).

**NOTE:** The replacement of the original peel type shims is only necessary if the shims have migrated. Refer to Step 3.B.(1)(b) for the definition of shim migration.

Solid shims were introduced during production on MSN 1811 and subsequent.

**B. Concurrent Requirements**

None.

**C. Reason****(1) Problem**

Possible failure of the flap support arm attachment fasteners.

**(2) Cause**

In Service occurrences revealed isolated cases of geometrically incorrect packer profiles and migration of shims at the center flap support arm. This can result in additional bolt bending which may reduce the attachment bolt life. One isolated broken nut reported at the center flap support arm may also reduce the attachment bolt life.

**(3) Solution**

A one-time inspection, recommended at the next Annual Inspection, for damage/cracking of the flap support arm nuts, for migration of shims and for geometrically correct packers.

**D. Description**

This Service Bulletin gives the data and instructions necessary to do a one-time inspection of the flap support arm attachments (Part 1) and to replace the attachment fasteners as needed (Part 2).

Revision 1 to this Service Bulletin updates the shim part numbers. The original shims are the peel type and are replaced by solid shims. These shims are used when you install the flap support arms. New shims have three thicknesses 0,3 mm, 0,5 mm and 1,0 mm. A combination of new shims are used to give the required value for installation. This Service Bulletin therefore gives the procedure for calculating the number of shims required when you install the flap

support arm. There are also minor editorial changes. No rework is required for operators who have already embodied this Service Bulletin.

Revision 2 to this Service Bulletin clarifies the effectivity and updates the description paragraph. Minor editorial changes. No rework is required for operators who have already embodied this Service Bulletin.

Revision 3 to this Service Bulletin updates DMC references. No rework is required for operators who have already embodied this Service Bulletin.

Revision 4 to this Service Bulletin clarifies that replacement of the original peel type shims is only necessary if the shims have migrated. No rework is required for operators who have already embodied this Service Bulletin.

#### **E. Compliance**

Recommended at the next Annual Inspection.

#### **F. Approval**

The technical content of this document is approved under the authority of DOA No. EASA. 21J. 357.

PILATUS advises Operators/Owners to check with their designated Airworthiness Authority for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

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**H. Manpower**

<b>Task</b>	<b>Part 1 - Man-hours</b>
Preparation	0.5
Inspection	1.0
Close Up	0.5
<b>TOTAL MAN-HOURS</b>	<b>2.0</b>

<b>Task</b>	<b>Part 2- Man-hours</b>
Preparation	-
Modification	-
Close Up	-
<b>TOTAL MAN-HOURS</b>	<b>As required</b>

**I. Weight and Balance**

- (1) Part 1  
No change.
- (2) Part 2  
No change.

**J. Electrical load Data**

Not changed.

**K. Software**

Not changed.

**L. References**

Aircraft Maintenance Manual (AMM)

MSN 101 - 544, 546 - 999

12-A-06-20-00-00A-040A-A    12-A-12-10-01-00A-902A-A    12-A-20-31-00-00A-070A-A

12-A-20-40-10-00A-901A-A    12-A-24-00-00-00A-901A-A    12-A-27-50-00-00A-903A-A

12-A-28-10-00-00A-904A-A    12-A-57-50-02-01A-920A-A

MSN 545, 1001 - 1810

12-B-06-20-00-00A-040A-A    12-B-12-10-01-00A-902A-A    12-B-20-31-00-00A-070A-A

12-B-20-40-10-00A-901A-A    12-B-24-00-00-00A-901A-A    12-B-27-50-00-00A-903A-A

12-B-28-10-00-00A-904A-A    12-B-57-50-02-01A-920A-A

Structure Repair Manual (SRM)

MSN 101 - 544, 546 - 999

12-A-51-70-01-00A-663A-A

MSN 545, 1001 - 1810

12-B-51-70-01-00A-663A-A

**M. Publications Affected**

AMM, IPD.

**N. Interchangeability of Parts**

Not affected.

**2. Material Information****A. Material - Price and Availability**

Pilatus advise that the standard lead times for parts may be up to 3 months.

Operators that require additional information and/or Service Bulletin Material should contact their authorized Pilatus Service Center, or Pilatus Customer Support on [www.pilatus-aircraft.com](http://www.pilatus-aircraft.com) → contact us

**NOTE:** Part Numbers given in this Service Bulletin are correct at the time of approval. Pilatus Aircraft Ltd. reserves the right to change the part numbers as necessary. Part numbers of items delivered with the kit are correct when the kit is dispatched. This could lead to differences between those part numbers quoted in this Service Bulletin and the kit if parts are superseded. Operators are requested to check the IPD for delivered parts which differ from those listed in the Service Bulletin Materials Kit List.

Operators are requested to advise Pilatus Aircraft Ltd, of the Manufacturer's Serial Number (MSN) and the flying hours of aircraft which are affected by this Service Bulletin.

**B. Warranty**

Not applicable.

**C. Material Necessary for one Aircraft****(1) Parts to be ordered from Pilatus for Part 1**

None.