

Service Bulletin No: 52-007

Ref No 323

Modification No: INSPECTION

ATA Chapter: 52

**DOORS - PASSENGER/CREW
INSPECTION OF DOOR SHOOT BOLT FITTINGS****1. Planning Information****A. Effectivity**

All PC-12 aircraft up to and including MSN 1466.

All PC-12 doors held as spares.

B. Concurrent Requirements

None.

C. Reason**(1) Problem**

Possibility of stress corrosion cracking on the passenger/crew door shoot bolt fittings. This possibility is limited to passenger/crew door serial numbers equal to or less than 365.

(2) Cause

Early PC-12 passenger doors were manufactured with shoot bolts fittings made from AA 2024 T351 material. At the time of manufacture, this material was used industry wide. Today, it is known that AA 2024 T351 can, under certain special circumstances, develop stress corrosion cracking.

(3) Solution

Initial material identification of passenger door shoot bolt fittings by NDT Eddy current testing methods. Do a detailed crack inspection of the shoot bolt fittings made from AA 2024 T351 by NDT testing methods and borescope examination. No action is required for door shoot bolt fittings made from AA 2124 T851.

D. Description

This Service Bulletin is divided into Part A, Part B and Part C.

Part A gives instructions to inspect the passenger/crew door serial number placard to determine if the door is possibly affected.

For doors that are possibly affected, Part B gives the procedure to identify the shoot bolt fitting material.

For all shoot bolt fittings identified as manufactured from AA 2024 T351 material, Part C gives the procedure to do an initial detailed crack inspection of the passenger/crew door shoot bolt fittings.

If cracks are found in a shoot bolt fitting manufactured from AA 2024 T351 material, do a repair before the aircraft's next flight. If all shoot bolt fittings manufactured from AA 2024 T351 material

are free of cracks, release the aircraft back into service, with a preliminary repetitive inspection interval of two years/2000 hours.

This two year/2000 hours inspection will remain valid until it is superseded by a new repetitive inspection requirement published in the AMM.

On accomplishment of this Service Bulletin, complete and return the attached feedback sheet to Pilatus Customer Support.

Revision 1 to this Service Bulletin corrects the reference surface identifier from VMR 3RS 1.0 to VMA3RS-1.0 (page 5) and gives purchase information. There are also minor text corrections.

Revision 2 to this Service Bulletin introduces an alternative method for the conductivity measurement (see page 6 and 7 of this Service Bulletin). Operators who have performed this SB to Revision 1, or earlier, do not need to repeat this Service Bulletin.

Revision 3 to this Service Bulletin corrects the reference to the Close up section from Section E to Section G. Operators who have performed this SB to Revision 2, or earlier, do not need to repeat this Service Bulletin.

E. Compliance

Recommended.

F. Approval

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

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

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H. Manpower

NOTE: Pilatus recommends customers do this service bulletin at the next annual inspection.

Task	Part A	Part B	Part C
Preparation	0.0	2.0	2.0
Inspection	0.25	1.0	1.0
TOTAL MAN-HOURS	0.25	3.0	3.0

I. Weight and Balance**(1) Weight Change**

Not changed.

(2) Moment Change

Not changed.

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

NOTE: Throughout this Service Bulletin AMM references are given without the model prefix.
For PC-12, PC-12/45 and PC-12/47 aircraft, prefix references with 12-A.
For PC-12/47E aircraft, prefix references with 12-B.

Aircraft Maintenance Manual (AMM)

20-31-00-00A-070A-A

21-30-00-00A-903A-A

24-00-00-00A-901A

25-21-03-00A-920A-A

25-22-03-00A-920A-A

52-10-00-00A-903A-A

Structure Repair Manual (SRM)

51-00-00-00A-353A-A

M. Publications Affected

AMM.

N. Interchangeability of Parts

Not applicable.

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

Operators that require additional information and/or Service Bulletin materiel, should contact their Authorized Pilatus Service Center, or:

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Pilatus advise that the standard lead times for the material needed in this Service Bulletin may be up to 2 months.