

**SUBJECT: All PC12 and PC-12/45 Series Aircraft - Alternative Means of Compliance for
FAA AD 2001-25-10**

To all Customers, Operators and Service Centers:

Date: Aug 11/11

This Service Letter is issued to draw attention to the following information:

The Federal Aviation Authority (FAA) have issued a Global Alternative Means of Compliance (AMOC) for Airworthiness Directive (AD 2001-25-10). The AMOC is attached for customer information.

Operators requiring further information on this subject, please contact one of the addresses given below:

PILATUS AIRCRAFT LTD.,
CUSTOMER SUPPORT MANAGER,
CH-6371 STANS,
SWITZERLAND.

General Aviation
Tel : + 41 41 619 3333
Fax: + 41 41 619 7311
eMail: SupportPC12@pilatus-aircraft.com

PILATUS BUSINESS AIRCRAFT LTD.,
PRODUCT SUPPORT DEPARTMENT,
11755 AIRPORT WAY,
BROOMFIELD, CO 80021.
USA

Tel : 303 465 9099
Fax: 303 465 6040
eMail: Productsupport@PilBal.com

PILATUS AUSTRALIA (Pty.) LTD.,
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Adelaide Airport SA 5950,
AUSTRALIA

Tel : +61 (08) 8234 4433
Fax: +61 (08) 8234 4499
Free Call: 1800 445 007
eMail: SupportPC12@pilatus.com.au

Attachment: Federal Aviation Authority Global Alternative Means of Compliance.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
901 Locust, Room 301
Kansas City, Missouri 64110

JUL 15 2011

Johan Kruger
Certification Coordinator - Airworthiness and Services Department
Pilatus Aircraft Ltd.
P.O. Box 992
CH-6371 Stans, Switzerland

Subject: Global Alternative Method of Compliance (AMOC), Airworthiness Directive (AD) 2001-25-10, Amendment 39-12563, Docket No. 2000-CE-77-AD for Pilatus PC-12 and PC-12/45 model airplanes

Dear Mr. Kruger:

This is in response to your letter, dated July 5, 2011, and clarification e-mail dated July 12, 2011, to Mr. Doug Rudolph, Aerospace Engineer of the Small Airplane Directorate, requesting a new global alternative method of compliance (AMOC) to Airworthiness Directive (AD) 2001-25-10 paragraph (d)(5). The requested AMOC is to allow the use of a later version of the aircraft maintenance manual (AMM) than required by the AD or allowed by the April 21, 2003, AMOC letter, to accomplish the repetitive backlash inspections of the flap actuators. In addition, you are also requesting to change the actual required repetitive inspection intervals for the original flap actuators and increase the interval for the improved flap actuators that were introduced after the issuance of the AD.

The current wording of AD 2001-25-10 states for all PC-12 and PC-12/45 airplanes:

Actions	Compliance	Procedures
(5) For all MSN airplanes, inspect the flap actuator internal gear system for correct end-play and backlash measurements and make any necessary corrective adjustments.	Inspect initially within the next 50 hours TIS after January 25, 2002, (the effective date of this AD) and thereafter at intervals not to exceed 600 hours TIS. Accomplish corrective adjustments prior to further flight after the inspection where deficiencies are detected.	In accordance with the instructions in Pilatus PC-12 Maintenance Manual Temporary Revision No. 27-14 (which superseded Temporary Revision No. 27-13), dated December 4, 2000, or Pilatus PC-12 Aircraft Maintenance Manual 27-50-03, pages 601 through 608, dated April 30, 2000, as applicable.

Per your letter, the PC-12 AMM with the above mentioned page references, as stated in the AD was at Revision 9. The Small Airplane Directorate granted an AMOC, dated April 21, 2003, that allowed the use of the AMM at revision 12, but this AMOC did not provide allowance for the longer inspection intervals allowed with the introduction of the Flap Actuators "Black anodized" (P/N 978.73.20.307, 308 and 309) introduced with AMM TR 27-14.

Since the issuance of the last April 2003 AMOC to Pilatus, the PC-12, PC-12/45, PC-12/47 AMM, Doc No. 02049, was revised several times, with the latest revision at revision 23, dated 2011-03-30.

Based on this, you are requesting the FAA to consider and approve the use of following sections of the AMM as an AMOC procedure for the repetitive inspection of the backlash on the flap actuator for paragraph (d)(5) of AD 2001-25-10:

- PC-12 AMM Doc No. 02049, Data Module DM 12-A-27-50-03-00A-313A-A, effectivity "White Colored Flap Actuators", dated 2007-11-20, pages 1 to 10 and
- PC-12 AMM Doc No. 02049, Data Module DM 12-A-27-50-03-00A-313B-A, effectivity "Black Colored Flap Actuators", dated 2008-07-02, pages 1 to 10.

In addition to the above mentioned request for using the latest version of the actual inspection procedures, you are also requesting as part of this AMOC that the compliance time for the repetitive inspection requirements per paragraph (d)(5) of AD 2001-25-10 be changed to be in line with the Data Module DM 12-A-05-10-20-00A-281A-A, "Time Limited Inspection Requirements", dated 2011-03-08, page 6, section of the PC-12 AMM Doc No. 02049 at Revision 23.

Per this Data Module, the original flap actuators (identified as "white colored") (P/N 978.73.20.302, 303, 304, 305 and 306) should be repetitively inspected at 600 flying hours or 800 flights or 12 months, whichever comes first (installed). The improved flap actuators (identified as "black anodized") (P/N 978.73.20.307, 308 and 309) should be repetitively inspected at either annual inspections or 1000 flying hours or 1300 landings, whichever comes first (installed). AD 2001-25-10 requires all flap actuators be repetitively inspected at intervals not to exceed 600 hours time in service.

Per your e-mail dated July 12, 2011, you agree that the current AD 2001-25-10 does not need to be changed to include the PC-12/47 and PC-12/47E and therefore, that you also do not need these two models covered on this AMOC.

The FAA has reviewed and agree with your request to use the latest version of the PC-12 AMM Doc No. 02049, revision 23, dated 2011-03-30, which includes the above listed Data Modules, as an AMOC for both the compliance time and inspection procedures for paragraph (d)(5) of AD 2001-25-10.

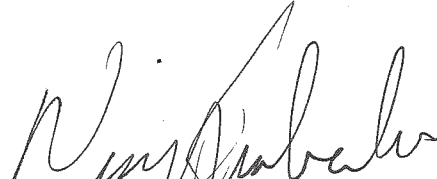
Before using this AMOC, operators are to notify their appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. This approval is subject to the following conditions:

1. The Small Airplane Directorate will revoke this AMOC, if the Small Airplane Directorate later determines that this AMOC does not provide an acceptable level of safety.
2. All provisions of AD 2001-25-10 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
3. Operators may use the PC-12 AMM Doc No. 02049 revision 23, dated 2011-03-30, **Data Module (DM) 12-A-05-10-20-00A-281A-A**, "Time Limited Inspection Requirements", dated **2011-03-08**, page 6, to extend the repetitive inspections intervals for each of the flap actuators required by paragraph (d)(5) of AD 2001-25-10 as follows:
 - For actuators with P/N 978.73.20.302, 303, 304, 305 and 306 ("white colored") can be extend to 600 flying hours or 800 flights or 12 months, whichever occurs first provided the backlash inspections are done per **Data Module DM 12-A-27-50-03-00A-313A-A**, effectivity "White Colored Flap Actuators", dated **2007-11-20**, pages 1 to 10.
 - For actuators with P/N 978.73.20.307, 308 and 309 ("black anodized") can be extended to every annual inspection or every 1000 flying hours or 1300 landings, whichever occurs first provided the backlash inspections are done per **Data Module DM 12-A-27-50-03-00A-313B-A**, effectivity "Black Colored Flap Actuators", dated **2008-07-02**, pages 1 to 10.
4. A copy of this letter is kept with the airplane logbook.

This AMOC is transferable.

If you have any questions or require additional information, please contact Mr. Doug Rudolph by telephone at 816-329-4059, by fax at 816-329-4090, or by email at Doug.Rudolph@faa.gov

Sincerely,



William J. Timberlake
Manager, Project Support Branch

