

**SUBJECT: REVISED MAINTENANCE PROGRAM ISSUED WITH AMM DOC. NO. 02049 REVISION 36
AND AMM DOC. NO. 02300 REVISION 19**

To all Customers, Operators and Service Centers:

Date: June 14/18

This Service Letter replaces Service Letter 199, issued May 29/2018.

This Service Letter is issued to draw attention to the revised PC-12 maintenance policy (100 Hours and Annual Inspection Program as well as the Progressive Inspection Program (PIP)).

This new program increases the inspection interval and allows greater flexibility in scheduling maintenance to decrease the number of inspections.

How to Transition to the Revised Maintenance Program**1. For ALL PC-12 series aircraft on the 100 Hour and Annual Inspection Program**

Transition to the new Maintenance Program is accomplished through one of the two conditions listed below:

Condition 1Aircraft which have performed an annual inspection, but **have not yet performed the third 100 FH or second 150 FH inspection (accumulated less than 300 FH)** since the last Annual Inspection, can transition to the new Maintenance Program in accordance with AMM Document No. 02049 Revision 36 or AMM Document No. 02300 Revision 19:

- The next inspection due to be performed would be the 300 FH and 300 FH/12 Months Inspection tasks.
- The start time for the maintenance tasks and time limited task begins with the last Annual Inspection date.
- This example is also applicable for new delivered PC-12/47E aircraft, which have not yet performed an annual inspection and accumulated less than 300 FH.

Condition 2Aircraft which have performed an Annual Inspection, and **have already performed the third 100 FH or second 150 FH Inspection (accumulated more than 300 FH)** since the last Annual Inspection:

- Perform an Annual Inspection in accordance with the "old" maintenance program (AMM Document No. 02049 Revision 35 or AMM Document No. 02300 Revision 18) before transitioning to the new maintenance program.
- This example is also applicable for new delivered PC-12/47E aircraft which have not yet performed an annual inspection and accumulated more than 300 FH.

2. For ALL PC-12 series aircraft on the Progressive Inspection Program (PIP)

Transition to the new Maintenance Program as listed below:

- Any inspection task can be transitioned to the new maintenance program, as long as it is not overdue under the current PIP and it falls within the interval limits (flying hours and calendar time) of the new maintenance program.

- The due time of all the inspection tasks, which previously fell under PIP are to be calculated when the PIP task was completed and the new due time (in flying hours and/or calendar date) to be scheduled from that time and/or date as applicable.
- Should any task fall outside of the above criteria, then it must be completed under the current PIP before transitioning to the new maintenance program.

IMPORTANT NOTE: Please ensure that AMM Document No. 02049 Revision 35, dated Feb 16/2018 or AMM Document No. 02300 Revision 18, dated Feb 16/2018 is kept until the transition phase is completed.

3. Additional information for U.S. registered aircraft operating under 14 CFR 91 or 135

- If an operator is required to perform a 100 FH Inspection per national Civil Aviation Authority regulations (FAA 14 CFR 91.409(b)), do the 300 FH and the 300 FH/12 Months Inspection packages at 100 FH intervals.
These tasks comprise the 100 FH Inspection of the previous program and meets the requirements of 14 CFR 43.15(c)(1).
- Under the new maintenance program, an Annual Inspection (FAA 14 CFR 91.409(a)(1)), consists of the accomplishment of the 300 FH/12 Months, 600 FH/12 Months and 1200 FH/12 Months Inspection packages.
These tasks comprise the Annual Inspection of the previous program and meets the requirements of 14 CFR 43.15(c)(1).
- For FAA 14 CFR 135 commercial operators who want to use the new maintenance program with 300 FH inspection intervals under the provisions of 14 CFR 135.419, the operator must obtain approval from their FAA Certificate Holding District Office/Certificate Management Office prior to using the new maintenance program with 300 FH inspection intervals.
- For all operators, the operator must contact their local FAA Flight Standards District Office for approval prior to using the new maintenance program under 91.409 (d).

4. Additional information for all other countries registered aircraft

- If the local regulation requires other inspection requirements, the operator has to check with the local authority prior to using the new maintenance program.

Operators that require additional information should contact their authorized Pilatus Service Center, or Pilatus Customer Support on www.pilatus-aircraft.com → contact us.