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TO HOLDERS OF:

**PC-6 AIRWORTHINESS LIMITATIONS**

**DOCUMENT NUMBER 02334**

**REVISION NO. 9**

**DATED MAR 06/20**

**HIGHLIGHTS**

Pages which have been added or revised are given below together with the highlights of the revision. Remove and insert the affected pages as listed.

	<b>Remove</b>	<b>Insert</b>	<b>Reason for Change</b>
<b>Airworthiness Limitations</b>			
LoEP	1 and 2	1 and 2	Updated.
TOC	1 and 2	1 and 2	Updated.
ALs	1 thru 6	1 thru 6	New and updated limitations.
APPENDIX E	1 thru 6	1 thru 6	Consumable materials updated.
APPENDIX K	-	601 thru 610	New inspection/check procedure.
APPENDIX L	-	601 thru 606	New inspection/check procedure.
<b>Record of Revisions Sheet</b>			Record incorporation of this revision and date of incorporation.
<b>Record of Temporary Revisions Sheet</b>			No change.

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**PC-6**  
**AIRWORTHINESS LIMITATIONS**

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**AIRWORTHINESS LIMITATIONS**

**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 14 CFR 43.16 and 91.403 unless an alternate program has been FAA approved.

On any PC-6, do not install the following parts:

Mechanical stabilizer trim system:

Connecting pieces 6232.0026.XX manufactured by Fairchild. The Fairchild part has a rivet in the center that is not on the Pilatus part (refer also to SB 53-001, Rev. 1).

Electrical stabilizer trim system:

Fitting 116.40.06.033 without index after part number (refer also to SB 53-001, Rev. 1).

**2. Mandatory Structural Inspections**

Item	Maintenance Requirement	Interval
<b>Chapter 27 - Flight Controls</b>		
Aileron, Rudder, Elevator and Flap Bellcranks and Levers	Examine (Non Destructive Inspection, see NOTE F below)	7000 flying hours or 14 years (whichever comes first)
Aileron Trim Screw-Actuator (Mechanical System)	Check for backlash. The maximum permitted backlash is 0,3 mm (0.012 in.)	3500 flying hours or 7 years (whichever comes first)
<b>Chapter 53 - Fuselage</b>		
Stabilizer Trim Attachment Components, FR12A	Examine in accordance with APPENDIX A	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
FR12A	Examine in accordance with APPENDIX A	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
Fuselage - Wing-Strut Attachment-Brackets	Examine in accordance with APPENDIX H	3500 flying hours or 7 years (whichever comes first)
Fuselage Wing Fittings	Examine in accordance with APPENDIX K	7000 flying hours or 14 years (whichever comes first)

EFFECTIVITY: All

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Item	Maintenance Requirement	Interval
<b>Chapter 55 - Stabilizers</b>  Trim Actuator Attachment	Examine in accordance with APPENDIX B	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
<b>Chapter 57 - Wings</b>  Left and Right Wing-Strut Fitting (All P/Ns)	Examine in accordance with APPENDIX C, Check 1	Aircraft registered in the USA (N-registration): 3 months  All other aircraft: 3 months (See NOTE 1) 6 months (See NOTE 2) 12 months (See NOTE 3)  <b>NOTE 1:</b> For aircraft that operate in a severe Corrosion Severity Zone  <b>NOTE 2:</b> For aircraft that operate in a moderate Corrosion Severity Zone  <b>NOTE 3:</b> For aircraft that operate in a mild Corrosion Severity Zone  See NOTE D and NOTE G below
Left Wing-Strut Fitting (P/N 6102.0041.00, 111.35.06.055, 111.35.06.184 or 111.35.06.185)	Examine in accordance with APPENDIX C, Check 2 - Eddy Current Inspection (Ref. APPENDIX J)	1100 flying hours or 12 months (whichever comes first) See NOTE D and NOTE G below
Right Wing-Strut Fitting (P/N 6102.0041.00, 111.35.06.056, 111.35.06.184 or 111.35.06.186)	Examine in accordance with APPENDIX C, Check 2 - Eddy Current Inspection (Ref. APPENDIX J)	1100 flying hours or 12 months (whichever comes first) See NOTE D and NOTE G below
Left Wing-Strut Fitting (P/N 111.35.06.193, 111.35.06.195, 111.35.06.216 or 111.35.06.217)	Examine in accordance with APPENDIX C, Check 2 - Eddy Current Inspection (Ref. APPENDIX J)	12 months See NOTE D and NOTE G below

EFFECTIVITY: All

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Item	Maintenance Requirement	Interval
Right Wing-Strut Fitting (P/N 111.35.06.194, 111.35.06.195, 111.35.06.216 or 111.35.06.218)	Examine in accordance with APPENDIX C, Check 2-Eddy Current Inspection (Ref. APPENDIX J)	12 months See NOTE D and NOTE G below
Wing to Fuselage Fittings	Examine in accordance with APPENDIX L	7000 flying hours or 14 years (whichever comes first)
Aileron/Flap Support-Brackets	Examine in accordance with APPENDIX G (Non Destructive Inspection, see NOTE F below)	7000 flying hours or 14 years (whichever comes first)

**NOTE A:** Refer to the appropriate engine and propeller maintenance manuals for the applicable airworthiness limitations.

**NOTE B:** If any of the above maintenance tasks were accomplished at a date earlier than the effective date of this document, the relevant interval starts from that date, except for items with NOTES C or D.

**NOTE C:** For parts with 1000 flying hours or more since the completion of SB 53-003 part B, the maintenance task must be accomplished within 100 flying hours or 100 landings, whichever comes first.

**NOTE D:** If the maintenance requirement of this task was accomplished as part of SB 57-005 or superordinate ADs, the interval starts from that date.

**NOTE E:** Any maintenance task listed above for which NOTES B, C or D do not apply must be accomplished within 12 months from the effective date of Feb 28/10.

**NOTE F:** You can do a Fluorescent Dye Penetrant Inspection or an Eddy Current Inspection (Ref. APPENDIX J).

**NOTE G:** A 10% tolerance only to the calendar time interval is applicable.

EFFECTIVITY: All

**ALS**