

PILATUS PC-6 MAINTENANCE MANUAL

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
Chapter 27 - Flight Controls		
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)
Chapter 53 - Fuselage		
Stabilizer Trim Attachment Components, FR12A	Examine (Ref. 53-30-00. Page Block 601)	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
FR12A	Examine (Ref. 53-30-00. Page Block 601)	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
Fuselage - Wing-Strut Attachment-Brackets	Examine (Ref. 53-28-00. Page Block 601)	3500 flying hours or 7 years (whichever comes first)

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Item	Maintenance Requirement	Interval
Chapter 55 - Stabilizers		
Trim Actuator Attachment	Examine (Ref. 55-11-11, Page Block 601)	1100 flying hours or 12 months (whichever comes first) See NOTE C and NOTE G below
Chapter 57 - Wings		
Left and Right Wing-Strut Fitting (All P/Ns)	Examine (Ref. 57-00-02, Page Block 601 - Check 1 - Visual Inspection)	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) NOTE 1: For aircraft that operate in a severe Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) NOTE 2: For aircraft that operate in a moderate Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) NOTE 3: For aircraft that operate in a mild Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) 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 (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	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 (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	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 (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	12 months See NOTE D and NOTE G below

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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 (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection (Ref. SRM 51-00-09))	12 months See NOTE D and NOTE G below
Wing - Fuselage Attachments	Examine (Non Destructive Inspection, see NOTE F below)	7000 flying hours or 14 years (whichever comes first)
Aileron/Flap Support-Brackets	Examine (Ref. 57-26-01, Page Block 601 - 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 in accordance with an earlier revision of this AMM, 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. SRM 51-00-09).

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

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3. Life Limited Items

Item	Maintenance Requirement	Interval
Chapter 25 - Equipment and Furnishings		
Halon Fire Extinguisher (if installed)	Replace (discard)	10 years
Chapter 27 - Flight Controls		
Flight Control Chains (Mechanical Trim and Flaps)	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Aileron Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Elevator Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Rudder Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Flap Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Horizontal-Stabilizer Attachment-Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Stabilizer Trim Actuator (Mechanical Trim)	Overhaul	3500 flying hours
Stabilizer Trim Actuator (Electrical Trim)	Overhaul	3500 flying hours
Flap Actuator (Electrical System) All models except P/Ns 978.73.14.101 and 978.73.14.103 (listed below)	Overhaul	3500 flying hours or 7 years (whichever comes first)
Flap Actuator (Electrical System) (Electro-Metal Type 55.1-1100, P/N 978.73.14.101)	Overhaul	3000 landings
Flap Actuator (Electrical System) (Electro-Metal Type 55.1-1100, Amdt. 2 P/N 978.73.14.103)	Overhaul	5000 landings or 7 years (whichever comes first)
Flap Actuator Jacks (Mechanical System)	Overhaul	3500 flying hours
Chapter 32 - Landing Gear		
Main-Gear Shock-Strut Attachment-Bolts	Replace (discard)	10000 landings or 7 years (whichever comes first)

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Item	Maintenance Requirement	Interval
Tail-Gear Attachment-Bolts	Replace (discard)	10000 landings or 7 years (whichever comes first)
Chapter 35 - Oxygen Oxygen Cylinder (if installed)	Overhaul and send to an authorized facility for hydrostatic test	5 years
Chapter 53 - Fuselage Connecting Piece (Mechanical Trim) P/N 6232.0026.01	Replace (discard)	3500 flying hours See NOTE H below
Fitting (Electrical Trim) P/N 116.40.06.033 P/N 116.40.06.112	Replace (discard)	3500 flying hours See NOTE H below
Chapter 55 - Stabilizer Support Bearing LH/RH (Mechanical Trim) P/N 6304.0023.01/02	Replace (discard)	3500 flying hours See NOTE H below
Fork, Bearing (Electrical Trim) P/N 116.40.06.034	Replace (discard)	3500 flying hours See NOTE H below
Chapter 57 - Wings Wing Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Wing-Strut Attachment-Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)

NOTE H: For parts with 3400 flying hours or more or unknown installed life, the replacement task must be accomplished within 100 flying hours or 100 landings, whichever comes first.

Approved by:

EUROPEAN AVIATION SAFETY AGENCY (EASA)

EASA Approval No: 10066973

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TIME LIMITS / MAINTENANCE CHECKS

1. General

This chapter has three sections:

- Time Limits 05-10-00
- Scheduled Maintenance Checks 05-20-00
- Unscheduled Maintenance Checks 05-50-00

2. Time Limits

The Time Limits section gives the life and / or the overhaul and replacement / inspection intervals related to the aircraft, its systems and the components / parts installed.

3. Scheduled Maintenance Checks

This section gives the instructions related to the maintenance checks and inspections that must be done on the aircraft at the scheduled / specified intervals.

4. Unscheduled Maintenance Checks

This section gives the instructions related to the maintenance checks and inspections that must be done on the aircraft after a special or unusual incident has occurred. These maintenance checks and inspections are necessary to find possible damage to the aircraft.

5. Permissible Tolerances

The following paragraphs give the permissible tolerances and extensions for flying hours, cycles (landings) and calendar based maintenance intervals.

It is the responsibility of the owner or operator to make sure that any maintenance interval extension is accepted by the Airworthiness Authority of the country of registration of the affected aircraft.

If you do the maintenance inside the permissible tolerance limits, the next planned maintenance times do not change, e.g:

- If the standard interval is 100 hrs, the permissible tolerance is ± 10 hrs. If the maintenance work is done inside the shaded tolerance band, the maintenance intervals do not change:



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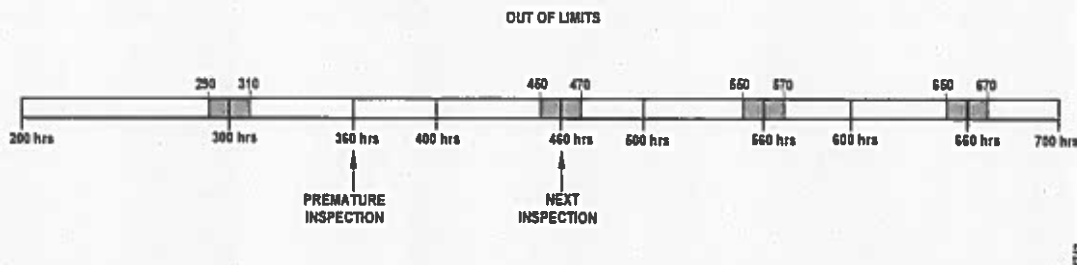
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You can do the maintenance earlier than the permissible tolerance limit, but if you do this the next planned maintenance times do change, e.g:

- If the standard interval is 100 hrs, the permissible tolerance is ± 10 hrs. If the maintenance work is done earlier and outside the shaded tolerance band, the maintenance intervals do change:



These tolerances do not apply to the maintenance tasks in Chapter 04, Airworthiness Limitations.

A. Flying Hour Based Intervals

- | | |
|-----------------------------|--|
| 100 flying hours or less: | ± 10 flying hours. |
| More than 100 flying hours: | $\pm 10\%$, but not more than 500 flying hours. |

B. Cycle Based Intervals

- | | |
|-----------------------|--|
| 500 cycles or less: | $\pm 10\%$, but not more than 25 cycles. |
| More than 500 cycles: | $\pm 10\%$, but not more than 500 cycles. |

C. Calendar Time Based Intervals

- | | |
|-------------------|--|
| 1 year or less: | $\pm 10\%$, but not more than 1 month. |
| More than 1 year: | $\pm 10\%$, but not more than 6 months. |

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TIME LIMITS

1. General

This section has two subjects:

- Overhaul and Replacement Schedule 05-10-10
- Time Limited Maintenance Requirements 05-10-20

The time limits given in this section are based on average usage of the aircraft and average environmental conditions.

The time limits given are not a guarantee that the item will reach the time without malfunction as the base factors cannot be controlled by the manufacturer. This is specially applicable to aircraft that are operated in very hot and humid climates, or very cold and damp climates, or salt-laden atmospheres, etc.

The date of manufacture of the aircraft (given on the aircraft data plate) is used as the basis for all time limited items listed in this section.

The subsequent monitoring procedure for all the calendar time limited items after their initial replacement or inspection, will be in elapsed time or installed time. This is given with each component interval in sections 05-10-10 and 05-10-20.

Elapsed time is the time interval since manufacture of the component.

Installed time is the time interval since the installation of the component on the aircraft.

For the calendar based time limited items, the inspection requirement is to be done no later than the last day of the month of the calendar interval given. This is also applicable to all the subsequent calendar time limited inspection requirements.

It is the responsibility of the owner or operator to make sure that the times are monitored correctly.

2. Overhaul and Replacement Schedule

This subject gives a recommended list of all components which have an overhaul life or a maximum life limit. The time limits for the components are based on flying hours, calendar time or number of flights. The first overhaul or replacement of a component must be done not later than the stated time limit (the permissible tolerances given in 05-00-00 are applicable). The condition of the component can be used as a criterion (to calculate subsequent time limits applicable to the individual aircraft or fleet operation) if the operator has an approved condition-monitoring system.

The requirements of this subject can be accomplished by:

- Overhaul (disassembly, inspection, assembly and test) of the component in accordance with the applicable Component Maintenance Manual (CMM)
- Replacement with components purchased from Pilatus Aircraft Limited (items that can be overhauled can be returned to Pilatus for exchange).

Compliance with one of these two options is at the discretion of the maintenance center responsible for the work related to the time limit requirement.

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Components not listed as lited or to be overhauled do not have a specified life. These components need only be replaced when their condition shows that replacement is necessary.

3. Time Limited Maintenance Requirements

This subject gives a list of the items that must have an inspection and / or test at intervals that are based on flying hours, calendar time or the number of flights. To give the best utilization, each item listed in this subject is given an individual optimized periodicity. For this reason these items are listed separately from the scheduled Inspection Requirements given in section 05-20-00. When a scheduled inspection is due, check to see if there are Time Limited Maintenance Requirements due at the same time.

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