



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

Small Airplane Standards Branch
Policy & Innovation Division
901 Locust, Room 301
Kansas City, Missouri 64106

October 4, 2018

Ms. Rebecca Gravina
Director 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 Ms. Gravina:

This is in response to your letter, dated October 4, 2018, to Mr. Doug Rudolph, Aerospace Engineer of the Small Airplane Standards Branch, 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 what is required by the AD, or allowed by previously approved global AMOC letters.

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	In accordance with the instructions in Pilatus PC-12 Maintenance Manual Temporary Revision No. 27-14 (which superseded Temporary Revision No. 27-13), dated December 4, 2000, or Pilatus PC-12 Aircraft Maintenance Manual 27-50-03, pages 601 through 608, dated April 30, 2000, as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. An AMOC dated April 21, 2003 was issued allowing the use of the AMM at revision 12 as an alternative means of compliance, but did not take credit for the longer inspection intervals allowed with the introduction of the “Black Coloured Flap Actuators” introduced with AMM TR 27-14.

A later AMOC dated July 15, 2011 was issued allowing the use of the AMM Doc No. 02049 revision 23, dated 2011-03-30 as an alternative means of compliance and made 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) with Data Module DM 12-A-27-50-03-00A-313B-A, dated 2008-07-02, pages 1 to 10. The AMOC also allowed the use of Data Module 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.

The last AMOC issued dated September 13, 2018 allowed the use of AMM Doc No. 02049 revision 36 dated May 30, 2018 as an alternative means of compliance for both the compliance time and inspection procedures for paragraph (d)(5) of AD 2001-25-10.

The Global AMOC application dated July 6, 2018 did not reflect the changed inspection interval for the actuators with P/N 978.73.20.307, 308 and 309 ("black anodized"). The inspection interval was changed to every 1800 FH or 2400 Landings, whichever comes first.

Since the release of the AMM Doc No. 02019 revision 36, a number of corrections had to be introduced in Chapter 5 "Scheduled Maintenance Checks" and the AMM Temporary Revision No. 05-07 was released on September 17, 2018.

With reference to the AMOC request below, the inspection interval for the actuators with P/N 978.73.20.307, 308 and 309 ("black anodized") has been corrected to 2400 FH or 3200 Landings or 24 Months, whichever comes first. The release date and page reference of the Data Module DM 12-A-05-10-20-00A-281A-A have also changed. The other listed DM references and release dates remained unchanged from the previous approved AMOC.

Per your letter, you are requesting the FAA to consider and approve the following as an alternative means of compliance (AMOC) to the AD 2001-25-10. You are requesting that operators be able to use the repetitive inspections of the backlash on the flap actuators per AMM PC-12, PC-12/45, PC-12/47 Doc No. 02049 **Temporary Revision No. 05-07**, 2018 for the required inspections:

- PC-12 AMM Doc No. 02049, TR 05-07 **Data Module DM 12-A-05-10-20-00A-281A-A**, "Time Limited Inspection Requirements", **dated 2018-09-17**, page 6, to extend the repetitive inspections intervals for each of the flap actuators (white and black) 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 extended to 600 flying hours or 800 flights or 12 months, whichever occurs first provided the backlash inspections are done as per PC-12 AMM Doc No. 02049, Data Module **DM 12-A-27-50-03-00A-313A-A**, effectivity "White Coloured Flap Actuators", dated **2017-06-30** pages 1 to 10 and
 - For actuators with P/N 978.73.20.307, 308 and 309 ("black anodized") can be extended to 2400 FH or 3200 Landings or 24 Months, whichever comes first provided the backlash inspections are done as per PC-12 AMM Doc No. 02049, **Data Module DM 12-A-27-50-03-00A-313B-A**, effectivity "Black Coloured Flap Actuators", **dated 2017-06-30**, pages 1 to 10.

The FAA has reviewed and agrees with your request to use the latest version of the PC-12, PC-12/45 and PC-12/47 AMM Doc No. 02049, Revision 36, AMM Temporary Revision No. 05-07 dated September 17, 2018 including specific Data Modules, as an AMOC for both the compliance time and inspection procedures for paragraph (d)(5) of AD 2001-25-10.

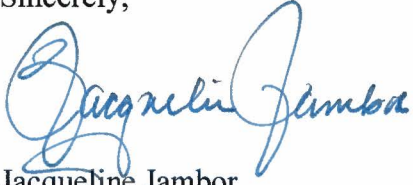
Before using this AMOC, operators are to notify their appropriate principal inspector (PI), or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. This approval is subject to the following conditions:

1. The Small Airplane Standards Branch (previously known as Small Airplane Directorate) will revoke this AMOC, if the Small Airplane Standards Branch 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, PC-12/45, PC-12/47 AMM Doc No. 02049, Revision 36, TR 05-07 dated September 17, 2018, **Data Module DM 12-A-05-10-20-00A-281A-A**, “Time Limited Inspection Requirements”, **dated 2018-09-17**, page 6, to extend the repetitive inspections intervals for each of the flap actuators (white and black) 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 extended to 600 flying hours or 800 flights or 12 months, whichever occurs first provided the backlash inspections are done as per PC-12 AMM Doc No. 02049, Data Module **DM 12-A-27-50-03-00A-313A-A**, effectivity “White Coloured Flap Actuators”, dated **2017-06-30** pages 1 to 10 and
 - For actuators with P/N 978.73.20.307, 308 and 309 ("black anodized") can be extended to 2400 FH or 3200 Landings or 24 Months, whichever comes first provided the backlash inspections are done as per PC-12 AMM Doc No. 02049, **Data Module DM 12-A-27-50-03-00A-313B-A**, effectivity “Black Coloured Flap Actuators”, **dated 2017-06-30**, pages 1 to 10.
4. A copy of this letter is to be 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,

A handwritten signature in blue ink that reads "Jacqueline Jambor". The signature is written in a cursive, flowing style.

Jacqueline Jambor
Manager, Project Support Branch, AIR-692