



US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N400PW	Serial No. 2003	
	Make PILATUS AIRCRAFT LTD.	Model PC-12/47E	Series
2. Owner	Name (As shown on registration certificate) BANK OF UTAH TRUSTEE	Address (As shown on registration certificate) Address 50 S 200 E STE 110	
		City SALT LAKE CITY	State UTAH
		Zip 84111-1617	Country U.S.A.

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in section 43.7."

GARY R. RUCKER _____ LASFSO WP-19 DATED 10/28/2020

"No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under 14 CFR Part 21"

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name FRED CHRIS SORENSON		☒ U. S. Certificated Mechanic	Manufacturer
Address _____		☐ Foreign Certificated Mechanic	C. Certificate No.
City LAS VEGAS	State NV	☐ Certificated Repair Station	
Zip 89128	Country _____	☐ Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☒	Signature/Date of Authorized Individual Fred Chris Sorenson 10/28/2020 _____
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No. _____	Signature/Date of Authorized Individual Fred Chris Sorenson 10/28/2020 _____
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N400PW

Nationality and Registration Mark

10/28/2020

Date

1.0 INTRODUCTION

1.1 AIRCRAFT MAKE - MODEL PILATUS

1.2 AIRCRAFT REGISTRATION PC12/47E

1.3 AIRCRAFT SERIAL NUMBER 2003

1.4 ATTACH TO FAA FORM 337 DATED: October 28, 2020

1.5 This Major Alteration consists of a modification to the aircraft fuel system to incorporate a temporary extended range fuel consisting of (2) Aluminum ferry fuel tanks installed in the cabin and connected to the Factory Installed Ferry Fuel Supply Fitting, in the left wing root. No other modification to the fuel system is made. The system is required to extend the range for a flight from North Las Vegas, Nevada to Gold Coast Australia.

2.0 DESCRIPTION:

2.1 This Major Alteration will consist of repositioning carpets and cabin seats, on existing seat rails to make room to install the two ferry fuel tanks.

TANK NUMBER AND CAPACITY LOCATION IN INCHES

NUMBER ONE 120 GALLONS 255 LIMITED TO 100 GALLONS

NUMBER TWO 120 GALLONS 275 LIMITED TO 60 GALLONS

The tanks are rectangular in design and constructed from 5052 aluminum .100 inches thick. The tanks are pressure and leaked checked as per pertinent FARs. The tanks are electrically grounded to aircraft structure. The tanks are vented to positive ram pressure, through a vent system. The tanks are mounted on 1/2 inch plywood pallets. The tanks are secured using 4 2000 pound straps secured to (8) points of the cargo tie down rings, located in the existing floor seat rails. The ferry fuel system is connected to an existing Factory Installed AN832-10D Bulkhead fitting, installed in the lower fuselage left wing root area. The 1/2 inch, FLEXTRAL J3-8 fuel line, connects the fuel tanks to a 1/2 inch on off in-line ball valve for each tank, then to the fuselage bulkhead fitting and through a one way check valve to the main fuel supply line to the header tank and back to the tanks through the crossflow line. Placards and operating instructions are secured to the tanks and valves. Fuel is feed directly to the left main tank. Crossflow operation is used to balance fuel, in flight.

2.2 Aircraft must be operated in accordance with Special Flight Permit, Additional Operating Limitations and the Special Flight Permit and this form must be carried on board the aircraft at all times while this ferry fuel system is installed.

3.0 Control

3.1 Temporary Weight and Balance:

3.1a See attached Temporary Weight and Balance Sheet dated October 28, 2020. Note: No changes to the aircraft equipment list or weight and balance are made for this temporary installation. The Temporary Weight and Balance shall be used while the ferry systems are installed, to maintain proper weight and balance.

3.1b Temporary Weight and Balance dated: October 28, 2020 by Fred Chris Sorenson [REDACTED] made part of this form and further attached as supporting data.

PAGE 2

☒ Additional Sheets Are Attached

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3.1c When the ferry systems are removed, in accordance with these instructions, the previous controlling weight and balance sheet will become effective, once removed equipment is reinstalled. Refer to the equipment removed in the temporary weight and balance.

3.2 OPERATION OF FERRY FUEL SYSTEM

3.2a See the attached Flight Contract Services, Inc. PC12 Ferry Fuel System Operating and Servicing Instructions Placard, attached to this form.

4.0 Servicing information:

4.1 See the attached Flight Contract Services, Inc. PC12 Ferry Fuel System Operating and Servicing Instructions Placard, attached to this form.

5.0 Maintenance Instructions:

5.1 Installation procedures.

Use Flight Contract Services, Inc. PC12 Ferry Fuel System Installation Instructions/Checklist for installation procedures. (Attached to this form.)

5.2 ADDITIONAL MAINTENANCE REQUIREMENTS.

5.2a Upon each landing and prior to each departure check the following items.

1. Check system for leaks, Pressurize all fuel systems and check.
2. Check placards, ground wires, security, tie-downs operation and general condition of the systems.

5.2b When an overweight landing, or aborted takeoff occurs or the aircraft encounters Moderate or Severe Turbulence when being operated in the overweight condition, a logbook entry shall be made indicating the circumstance. The aircraft must be inspected by an appropriately rated and qualified mechanic or certificated repair facility, to determine that no structural damage has occurred. A logbook entry must be made showing the results of the inspection and stating the aircraft is airworthy prior to any subsequent flight of the aircraft after the incident. Logbook entries shall be in accordance with FAR Part 43. These inspections shall be conducted in accordance with the aircraft maintenance manual hard landing or severe turbulence inspection or Flight Contract Services, Inc. provided Overweight Landing and Severe Turbulence Inspection Checklist.

Once the system is removed and the aircraft returned to normal configuration, in accordance with this checklist, no further additional maintenance inspections are required.

6.0 TROUBLE SHOOTING

6a Leaks – Remove all ferry fuel from tanks and use air pressure to check for leaks and repair as required.

6b Ferry fuel does not feed – Check valves for proper position. Check for kinks in fuel lines. Review installation process.

6c This is a temporary ferry fuel system and no other trouble shooting is required after initial installation inspection and operational check other than shown in items 6a-6c.

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7.0 REMOVAL OF SYSTEMS

- 7.a Use Installation checklist in reverse order to remove ferry fuel systems.
- 7.b Inspect aircraft fuel system and aircraft in accordance with appropriate PC12 Series Service Manual latest revision, to determine airworthiness and return aircraft to normal service. Safety the left bulkhead fitting cap to the tab located under the fitting locknut, when replacing the cap.
- 7.c Make appropriate Log Book Entries.

8.0 DIAGRAMS AND DRAWINGS

- 8.a Flight Contract Services, Inc. PC12 Temporary Ferry Fuel System Installation Drawings (4)
- 8.b Ferry fuel system schematic. Drawing (1)

9.0 SPECIAL INSPECTION REQUIREMENTS - I.C.A.W.

- 9.a This is a temporary installation of a ferry fuel system and no special inspections are required such as x-ray or ultrasonic.

10.0 APPLICATION OF PROTECTIVE TREATMENTS – No special application of protective treatments are required, for temporary installation.

11.0 DATA – Factory installed ferry fuel system bulkhead fitting, does not require modification to the aircraft fuel system.

12.0 LIST OF SPECIAL TOOLS – No special tools are required.

13.0 COMMUTER CATEGORY AIRCRAFT – Not a commuter category aircraft. Certificated under Part 23.

14.0 RECOMMENDED OVERHAUL PERIODS – No additional overhaul time limits.

15.0 AIRWORTHINESS LIMITATIONS – Wichita ACO office has issued an overweight approval for this aircraft. This approval letter is dated October 16, 2020 contains additional operating limitations, which must be observed when operating in the overweight condition. A copy of the letter is attached to this data.

16.0 Revision: When, or if, a revision is required for any portion of these instructions for continued airworthiness, a letter will be sent to the local Flight Standards District Office, requesting acceptance of the revision. Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the Form 337.