

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0028-E</p> <p>Date: 11 February 2009</p> <p>Note: This emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name : PILATUS AIRCRAFT Ltd.</p>	<p>Type/Model designation(s) : PC-12 series airplanes</p>
TCDS Number :	EASA.A.089
Foreign AD :	Not applicable
Supersedure :	None
ATA 34	Navigation - Incorrect Information of the Air Data, Attitude and Heading Reference System (ADAHRS) - POH Temporary Revision
Manufacturer(s):	Pilatus Aircraft Ltd.
Applicability:	Model PC-12/47E airplanes with Manufacturer Serial Number (MSN) 545 and from MSN 1001 and up.
Reason:	<p>Field reports have indicated that during take-off with light turbulences or after rapid roll heading attitude changes soon after take-off, it is possible that both PFDs (Primary Flight Display) indicate a roll attitude offset of up to 10 degrees in the same direction. This condition has been reported to correct itself after several minutes of un-accelerated flight with levelled wings and no sideslip.</p> <p>This situation, if not corrected, could result in an undesired bank angle which constitutes an unsafe condition.</p> <p>For the reason described above, this Airworthiness Directive (AD) mandates as an interim measure a revision of the operational procedures to be inserted into the Pilot's Operating Handbook (POH).</p>
Effective Date:	13 February 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Prior to next flight after the effective date of this AD, insert the following limitation in Section 2 – Limitations:</p> <p style="text-align: center;">Maximum bank angle during climb should not exceed 30 degrees.</p>

	<p>(2) Insert the following information in Section 3A – Abnormal Procedures:</p> <p>When a discrepancy is observed between the PFD and the Electronic Standby Instrument System (ESIS), the aircraft should be flown with Flight Director (FD) and Auto Pilot (AP) engaged until the error corrects itself. The ESIS should be used as the primary means of attitude reference as long as the problem exists. If the problem does not disappear after 15 minutes, transition to VMC conditions for the rest of the flight is required.</p> <p>(3) Insert the following information in Section 4 – Normal Procedures:</p> <p>The FD shall be used for take-off in either heading or navigation mode as appropriate and with the heading or navigation properly set.</p> <p>The pilot shall include the ESIS in the normal scan.</p> <p>(4) Incorporation of the Temporary Revision No. 9 or a copy of this AD into the Pilatus PC-12/47E POH satisfies the requirements of paragraphs (1), (2) and (3) of this AD.</p>
Ref. Publications:	<p>Temporary Revision No. 9 to PC-12/47E Pilot's Operating Handbook Report No.02277.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADSD@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: PILATUS AIRCRAFT LTD, Customer Support Manager, CH-6371 STANS, Switzerland Tel: +41 (0)41 819 62 08 Fax: +41 (0)41 619 73 11 E-mail: SupportPC12@pilatus-aircraft.com