


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0080-E</p> <p>Date: 03 April 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 AD applies, except in accordance with the requirements of that AD, 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 :</p> <p>Pilatus Aircraft Ltd.</p>	<p>Type/Model designation(s) :</p> <p>PC-12/47E aeroplanes</p>
TCDS Number :	EASA.A.089
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA Emergency AD 2009-0028-E dated 11 February 2009.
ATA 34	Navigation – Air Data, Attitude and Heading Reference System (ADAHRS) – Pilot's Operating Handbook (POH) Temporary Revision
Manufacturer(s):	Pilatus Aircraft Ltd.
Applicability:	PC-12/47E aeroplanes, Manufacturer Serial Number (MSN) 545 and from MSN 1001 and up.
Reason:	<p>Field reports have indicated that the possibility exists that both Primary Flight Displays (PFDs) could indicate a roll attitude offset of up to 10 degrees in the same direction if an accelerated turn onto the active runway is performed immediately followed by take-off. This condition has been reported to correct itself after several minutes.</p> <p>This situation, if not corrected, could result in an undesired bank angle, which would constitute an unsafe condition.</p> <p>As an interim measure, EASA Emergency AD 2009-0028-E required the introduction of a maximum bank angle during climb. As a result of the ongoing investigation, the problem can be temporarily solved with some limitations in the take-off procedure.</p> <p>For the reason described above, this AD supersedes EASA AD 2008-0028-E and requires a revision of the operational procedures to be inserted into the POH. This action is still considered to be an interim solution and further AD action is likely to follow.</p>
Effective Date:	07 April 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Before next flight after the effective date of this AD, make the following changes to the POH:</p> <p>(1) Insert the following limitation in Section 2 - Limitations:</p> <p style="padding-left: 40px;">Hold stationary for a minimum of 60 seconds prior to line-up.</p> <p style="padding-left: 40px;">and</p> <p style="padding-left: 40px;">Hold stationary when lined up with the runway centerline for a minimum of 15 seconds prior to carrying out a normal take-off.</p> <p>(2) Insert the following information in Section 3A – Abnormal Procedures:</p> <p style="padding-left: 40px;">In the event a discrepancy is observed between the PFD and the Electronic Standby Instrument System (ESIS) after take-off, the ESIS must be used as the primary means of attitude reference as long as the problem exists. The Flight Director (FD) and Autopilot (AP) NAV and HDG modes remain unaffected. If the problem does not disappear after 15 minutes, refer to the relevant Emergency Procedure.</p> <p>(3) Insert the following information in Section 4 – Normal Procedures:</p> <p style="padding-left: 40px;">Before Departure HOLD minimum 60 seconds prior to line-up LINE UP slowly, minimizing slip ball deflections</p> <p style="padding-left: 40px;">Line up check HOLD minimum 15 seconds (aligned with runway centreline)</p> <p>(4) The actions required by paragraphs (1), (2) and (3) of this AD may be accomplished by inserting a copy of this AD into each affected POH section, or by incorporating Temporary Revision No. 11, as provided by Pilatus, into the Pilatus PC-12/47E POH.</p> <p>(5) Concurrent with the actions required by paragraphs (1), (2) and (3) of this AD, remove Temporary Revision No. 9 from the Pilatus PC-12/47E POH.</p>
<p>Ref. Publications:</p>	<p>Pilatus PC-12/47E Pilot's Operating Handbook, Report No: 02277, Temporary Revision No. 11 dated 18 March 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<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: ADs@easa.europa.eu. 4. For any question 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)41 619 62 08 Fax: +41 (0)41 619 73 11 E-mail: SupportPC12@pilatus-aircraft.com