

**Lufttüchtigkeitsanweisung  
Consigne de navigabilité  
Prescrizione di aeronavigabilità  
Airworthiness directive**

**HB 97-002**

Inkraftsetzung  
Mise en vigueur  
Entrata in vigore  
Effective Date

**01.01.1997**

**Betroffene Muster - Types concernés - Applicabilità - Models affected**

**PILATUS AIRCRAFT LTD. - All PC-12 aircraft, up to and including serial number 140.**

**Anlass/Massnahmen - Objet/Mesures - Oggetto/Provvedimenti - Subject/Action**

**AUTOMATIC DISCONNECT CIRCUIT FOR THE NON-ESSENTIAL BUS - Rewiring**

**NAVIGATION CONVERTER (KN 40)** - Inspection for correct wiring.  
- Rectification if necessary.

**Fristen - Délais - Scadenza - Compliance**

Required before January 31, 1997 in accordance with the Accomplishment Instructions of Pilatus Service Bulletin PC-12 No.: 24-003 Revision 1, dated September 18, 1996.

**Herkunft - Provenance - Provenienza - Origin**

FOCA AD.

**Bezugnahme - Référence - Riferimento - Reference**

Pilatus PC-12 Service Bulletin No.: 24-003 Revision 1, dated September 18, 1996.

The applicable Service Bulletin may be obtained directly from :

PILATUS AIRCRAFT LTD  
MARKETING SUPPORT DEPARTMENT  
CH-6370 STANS, Tel No: +41 41 6196 233  
SWITZERLAND Fax No: +41 41 6103 351

**Bemerkungen - Observations - Osservazioni - Remarks**

For detailed informations refer to page 2

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**HB 97-002      PILATUS AIRCRAFT LTD. - PC-12**

- AUTOMATIC DISCONNECT CIRCUIT FOR THE NON-ESSENTIAL BUS
- NAVIGATION CONVERTER (KN 40)

**Applicability**

**PILATUS AIRCRAFT LTD.- All PC-12 aircraft, up to and including serial number 140.**

**Description**

1. When the N ESNTL switch is set to AUTO, the NON ESSENTIAL BUS must automatically disconnect from the power distribution system when the BAT/GEN 1 bus tie circuit breaker (CB210) opens. These wiring changes eliminate alternative grounding circuits for N ESNTL BUS relay (K331) which could cause the NON ESSENTIAL BUS to remain connected.
2. During production of a PC-12, an instance was discovered where the power lines of the Navigation Converter (KN 40) was incorrectly wired. In the instance of a power loss on Avionic Bus 1 and Avionic Bus 2 - loss of remaining VOR/LOC information would be experienced.

This AD supersedes an existing Airworthiness Directive (HB 96-335) that currently requires rewiring and testing of the Automatic Disconnect Circuit for the Non Essential Bus and an inspection of the Navigation Converter (KN 40) for correct wiring.

**Action**

The present AD HB 97-002 retains the requirement of rewiring and testing of the Automatic Disconnect Circuit for the Non Essential Bus and an inspection of the Navigation Converter (KN 40) for correct wiring in accordance with the provisions of the revised Service Bulletin.

*Note :*      *Revision 1 of the SB corrects cable connections for the Navigation Converter and details the individual cable locations precisely.*

**Compliance**

Required before January 31, 1997 in accordance with the Accomplishment Instructions of Pilatus Service Bulletin PC-12 No.: 24-003 Revision 1, dated September 18, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Federal Office for Civil Aviation (FOCA), Type Certification Section (FM), Maulbeerstrasse 9.  
CH-3003 Berne, Switzerland./ Facsimile ( +41) 31 325 80 48.