

**TEMPORARY REVISION NO. 11
TO PC-12/47E PILOT'S OPERATING HANDBOOK**

**AIR DATA ATTITUDE AND HEADING REFERENCE SYSTEM –
INCORRECT ROLL ATTITUDE INDICATION**

Remove and destroy TR 09 and insert this Temporary Revision. Record the incorporation of this Temporary Revision and the removal of Temporary Revision 09 on the Log of Temporary Revisions.

SECTION 2 – LIMITATIONS

MANEUVER LIMITS

The limitations below are added to this topic on page 2-14.

1. Hold stationary for a minimum of 60 seconds prior to line-up.
2. Hold stationary when lined up with the runway centerline for a minimum of 15 seconds prior to carrying out a normal take-off.

SECTION 3A – ABNORMAL PROCEDURES

The following information is added to this topic on page 3A-1.

In the event a discrepancy is observed between the Primary Flight Display (PFD) and the Electronic Standby Instrument System (ESIS) after take-off, the Electronic Standby Instrument System (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.

SECTION 4 – NORMAL PROCEDURES

NORMAL PROCEDURES

The procedure below is added to this topic on page 4-15.

4.8.1 BEFORE DEPARTURE

- | | | | |
|-------|-----|---------|--|
| 4.8.1 | 11. | HOLD | MINIMUM 60 SECONDS PRIOR TO LINE-UP |
| | 12. | LINE UP | SLOWLY, MINIMIZING SLIP BALL DEFLECTIONS |

4.8.2 LINE UP CHECK

- | | | | |
|-------|----|------|---|
| 4.8.2 | 9. | HOLD | MINIMUM 15 SECONDS
(ALIGNED, WITH RUNWAY CENTERLINE) |
|-------|----|------|---|

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SECTION 7 – AIRPLANE AND SYSTEMS DESCRIPTION

The following information is added to this topic on page 7-153.

AIR DATA ATTITUDE AND HEADING REFERENCE SYSTEM (ADAHRS)

ROLL INDICATION OFFSET

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 takeoff. When this has occurred, the Electronic Standby Instrument System (ESIS) has indicated the correct roll attitude. The Flight Director (FD) and Autopilot (AP) NAV and HDG modes will continue to function correctly. Despite a false roll indication they will direct the aircraft on its desired track or heading.

The condition has been reported to correct itself after several minutes.

Crews must coordinate with ATC that a holding delay of 15 seconds is required on the runway.