

**TEMPORARY REVISION NO. 38
TO PC-12/47E PILOT'S OPERATING HANDBOOK**

AIRPLANE FLIGHT MANUAL 02277

SECTION 2 – LIMITATIONS

PRIMUS APEX BUILD 10 AND BUILD 10.9

VGP APPROACH DEVIATION DRIFT

This Temporary Revision limits the use of the Autopilot and Flight Director to day VMC during Baro VNAV approaches in VGP Mode and alerts the pilot to a problem that may result in the Autopilot and Flight Director deviating from the vertical profile in the final approach segment when coupled to Baro VNAV guidance in VGP Mode.

Effectivity: PC-12/47E MSN 545, 1001 and up with the following APEX Builds installed:

- APEX Build 10 with Honeywell Part number EB60000487-0110
- APEX Build 10.9 with Honeywell Part number EB60000487-0112

To check the Honeywell part number on the aircraft, go to the Software Configuration Management System (SCMS) page. Refer to the Honeywell PC-12 NG Pilot's Guide (D201502000001, or its latest revision) for more information.

If the installed APEX software is at APEX Build 10 or Build 10.9, insert this TR38 at the front of the POH, and use the procedure given below.

Record the incorporation of this Temporary Revision on the Log of Temporary Revisions.

BACKGROUND

An issue in the FMS may lead the aircraft to deviate from the correctly calculated Baro VNAV nominal glidepath. The Autopilot follows the erroneous Flight Director, guiding the aircraft below or above the published glidepath. The vertical deviation pointer provides correct vertical navigation and indicates the actual excursion of the aircraft below or above the nominal glidepath.

This issue is only applicable with the primary navigation source FMS in the final approach segment with engaged APR mode on the AFCS, which leads the system to capture VGP based on Baro VNAV.

Approach procedures to a space based augmented LPV minima and ILS are not affected.

PROCEDURE

The use of VGP Approach mode sourced on Baro VNAV is limited to day VMC only.

If the VGP deviation drift occurs, you must do one of the following three actions before exceeding 1 dot on the vertical deviation scale:

1. Perform a go around and use an alternative approach procedure.

OR

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2. Disconnect the Autopilot and Flight Director, correct the flight path and continue approach using raw data.

OR

3. Disengage the APR Mode and reengage NAV Mode. Use any appropriate vertical mode (PIT/VS/VPTH) to correct and maintain the published approach profile.

Customers are requested to report all VGP approach deviation drift occurrences to Pilatus Aircraft Ltd. Contact details are as follows:

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