

**TEMPORARY REVISION NO. 9
TO PC-12/47E PILOT'S OPERATING HANDBOOK**

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

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

SECTION 2 – LIMITATIONS

MANEUVER LIMITS

The limitation below is added to this topic on page 2-14.

Maximum bank during climb should not exceed 30 degrees.

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), the aircraft should be flown with Flight Director (FD) and Auto Pilot (AP) engaged until the error corrects itself. The Electronic Standby Instrument System (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.

SECTION 4 – NORMAL PROCEDURES

AMPLIFIED PROCEDURES

The procedure below is added to this topic on page 4-30:

PRIMUS APEX – ADAHRS

Field reports have indicated that during takeoff with light turbulence or after rapid roll/heading attitude changes soon after take-off, the possibility exists that both Primary Flight Displays (PFDs) could indicate a roll attitude offset of up to 10 degrees in the same direction. When this has occurred, the Electronic Standby Instrument System (ESIS) has indicated the correct roll attitude.

The condition has been reported to correct itself after several minutes of actual wings level, unaccelerated flight with the slip ball centered. The following procedure must be used at all times:

- The flight director (FD) shall be used for takeoff in either heading or navigation mode as appropriate and with the heading or navigation properly set.
- The pilot shall include the standby attitude display (ESIS) in the normal scan.

CANCELLED