
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PC-12/39 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Pilatus PC-12 Series Aeroplanes**AD/PC-12/39
Amdt 1****Autopilot & Flap Selection****5/2005**

Applicability: All Model PC-12 and PC-12/45 aeroplanes, Manufacturer Serial Numbers (MSN) 101 thru MSN 620 inclusive.

- Requirement:**
1. If not previously accomplished in accordance with the original issue of this Airworthiness Directive, amend the Pilot's Operating Handbook (POH) by inserting either Temporary Revision (TR) No 11 (Report No 02211) or TR No 40 (Report 01973-001) into Section 2 of the applicable POH.
 2. Accomplish the following actions in accordance with Pilatus Service Bulletin 22-004 dated 21 December 2004:
 - a. **For MSN 101 thru 602 inclusive** - Replace pitch actuator Part Number (P/N) 985.92.03.161 with a new pitch actuator with P/N 985.92.03.164.
 - b. **For MSN 321 and MSN 401 thru 620 inclusive** - Disconnect wire C97C22 from terminal block TB260-13/H, remove the end connector from the wire then cap and stow the wire.
 - c. **For MSN 101 through 320 and MSN 322 thru 400 all inclusive** - Secure circuit breaker CB906 with safety clip P/N 110.88.07.065.
 3. Remove TR No 11 or No 40, as applicable, from the POH.

Note: FOCA Switzerland AD HB-2005-128 refers.

Compliance: For Requirement 1 - Before further flight after 19 May 2005.

For Requirement 2 - Before 31 December 2006.

For Requirement 3 - Immediately following accomplishment of Requirement 2.

This Amendment becomes effective on 12 May 2005.

Pilatus PC-12 Series Aeroplanes

AD/PC-12/39 Amdt 1 (continued)

Background: The Swiss Federal Office for Civil Aviation (FOCA) received a report of abrupt nose down pitch occurring following disconnection of the autopilot during an ILS approach on a PC-12 aeroplane. Investigations have shown that when the flaps are at 40°, if the autopilot is disconnected, there is a possibility that an out of trim condition could occur and result in reduced controllability of the aeroplane.

The original issue of this Directive required, as a temporary measure, revision of the Limitations Section of the POH to include an instruction to disengage the autopilot before a flap selection of 40° is made.

This Amendment limits the MSN effectivity and at the same time, introduces a terminating action with allows the removal of the temporary POH revisions.

The original issue of this Directive became effective on 11 February 2004.



James Coyne
Delegate of the Civil Aviation Safety Authority

31 March 2005