

**TEMPORARY REVISION NO. 17
TO PC-12/47E PILOT'S OPERATING HANDBOOK**

RESTRICTED FLIGHT ENVELOPE - ADAHRS

This Temporary Revision gives the revised information for a temporary Restricted Flight Envelope for aircraft MSN 545 and MSN 1001 thru MSN 1270, Pre Service Bulletin 34-028.

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

SECTION 2 – LIMITATIONS

The landing gear must not be lowered above 15,000ft AMSL.

AIRSPEED	KIAS	SIGNIFICANCE
Maximum landing gear extended speed - V_{LE}	180	Do not exceed this speed with landing gear extended.

SECTION 3 – EMERGENCY PROCEDURES

3.8.3 MAXIMUM RATE DESCENT

1. PCL IDLE
2. Aircraft Speed MMO / VMO
Descend with the landing gear UP.
3. Oxygen Masks Prepare. Put on before cabin altitude exceeds 10,000ft.

If cabin altitude exceeds 10,000ft:

Procedure to don the crew oxygen masks:

- a. Remove the normal headset.
 - b. Put the oxygen mask on.
 - c. Put the normal headset back on.
 - d. Set the MIC SELECT switch on the rear left panel to MASK.
4. PASSENGER OXYGEN selector AUTO. Check contents. Calculate Oxygen duration.
 5. Main OXYGEN lever Confirm ON.
 6. Systems MFD PAX OXY Confirm ON.
 7. Passengers Instruct to don masks.
 8. Left Windshield Heat As required.

**TEMPORARY REVISION NO. 17
TO PC-12/47E PILOT'S OPERATING HANDBOOK**

RESTRICTED FLIGHT ENVELOPE - ADAHRS

Below 15,000 ft AMSL

- | | |
|--------------------|-----------------------|
| 9. Landing gear | Below 180 KIAS, down. |
| 10. Aircraft speed | 180 KIAS. |

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)

ADAHRS Channel Failure

Production flight test reports have indicated that there is a possibility that one or both ADAHRS channels may fail to provide attitude data in some PC-12/47E aircraft equipped with the KSG 7200 ADAHRS. The failure may occur during high speed descents (above 180 KIAS) with gear down and a simultaneous turn. In all cases the failure is appropriately flagged. The failures are covered by the relevant procedures within the AFM which require the pilot to refer to the ESIS and to select the opposite ADAHRS channel as required. The ESIS, as an independent system to the ADAHRS, is not affected by this failure.