

Service Bulletin No: 27-021

Ref No: 331

Modification No: EC-14-0549, EC-14-0714

ATA Chapter: 27

**FLIGHT CONTROLS - AILERON CONTROL SYSTEM
AILERON TAB COUNTER BALANCE WEIGHT INCREASE****1. Planning Information****A. Effectivity**

PC-12/47 aircraft MSN 684 thru MSN 888 and PC-12/47E aircraft MSN 545, 1001 thru 1520.

Aileron trim tab assemblies P/N 527.15.12.037 or 527.15.12.038 held as spare.

Aileron assemblies P/N 557.05.12.015 / 016 / 017 / 018 held as spare.

This modification will be embodied on PC-12/47E aircraft MSN 1521 and up at production.

B. Concurrent Requirements

None.

C. Reason

During a continued airworthiness review, Pilatus Aircraft Ltd. has identified a potentially unsafe condition that could result from a disconnected aileron trim tab occurring above an altitude of 10,000 feet. While there has been no case of a disconnected tab nor any other in-flight control disconnection on record for the entire PC-12 fleet, all owners and operators should implement this modification to provide improved stability and damping qualities by increasing the weight of the aileron tab counter balance.

D. Description

This Service Bulletin gives the data and instructions necessary to replace the aileron tab counter balance weight. The old counter balance weight has a diameter of 1.25 in. (31,75 mm) and a thickness of 0.34 in. (8,70 mm). The new counter balance weight has a diameter of 1.46 in. (37,20 mm) and a thickness of 0.39 in. (10,00 mm).

E. Compliance

Mandatory.

Required at next Annual Inspection, but no later than 29 February 2016.

F. Approval

The technical content of this document is approved under the authority of DOA No. EASA. 21J. 357.

PILATUS advises Operators/Owners to check with their designated Airworthiness Authority for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

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H. Manpower

Task	Man-hours Part A	Manhours Part B
Preparation	1.0	-
Modification	1.0	1.0
Installation	0.5	1.0
Close-Up	3.0	-
TOTAL MAN-HOURS	5.5	2.0

NOTE: Man-hours do not include drying time for paints.

I. Weight and Balance

Weight Change +0,060 kg

Moment Change +0,392 kg m

J. Electrical load Data

No change.

K. Software

No change.

L. References

NOTE: Throughout this Service Bulletin, references are given without the model prefix.
For PC-12, PC-12/45 and PC-12/47 aircraft, prefix references with 12-A.
For PC-12/47E aircraft, prefix references with 12-B.

Aircraft Maintenance Manual (AMM)

20-31-00-00A-070A-A

24-00-00-00A-901A-A

57-60-02-00A-920A-A

Structural Repair Manual (SRM)

51-60-01-00A-276A-A

M. Publications Affected

IPC, SRM.

N. Interchangeability of Parts

Not interchangeable.

2. Material Information**A. Material - Price and Availability**

Customers are advised that the standard lead time for parts may be up to two months.

If you require more information about this modification, please contact us as follows:

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Operators are requested to advise Pilatus Aircraft Ltd, of the Manufacturer's Serial Number (MSN) and the flying hours of aircraft which are affected by this Service Bulletin.

B. Warranty

Credit will be issued for parts and labour for all affected aircraft on approval of a warranty claim, provided the work is accomplished by an authorised Service Center within 12 months of the issue date of this Service Bulletin.

C. Material Necessary

NOTE: Part Numbers given in this Service Bulletin are correct at the time of approval. Pilatus Aircraft Ltd. reserves the right to change the part numbers as necessary. Part numbers of items delivered with the Modification Kit are correct when the kit is dispatched. This could lead to differences between those part numbers quoted in this Service Bulletin and the Modification Kit if parts are superseded. Operators are requested to check the IPC for delivered parts which differ from those listed in the Service Bulletin Materials Kit List.