

Service Bulletin No: 46-007

Ref No: 360

Modification No: EC-16-0485

ATA Chapter: 46

**SYSTEMS INTEGRATION AND DISPLAY
WIRELESS DATA LOADING SYSTEM (CONNECTED FLIGHT DECK) SOFTWARE UPGRADE****1. Planning Information****A. Effectivity**

PC-12/47E aircraft MSN 545, 1001 thru 1699 with Connected Flight Deck installed.

This modification will be accomplished during production on MSN 1700 and subsequent.

B. Concurrent Requirements

Aircraft with a Connected Flight Deck installed, either at production or by incorporation of Service Bulletin 46-004 (before Revision 8) or Service Bulletin 46-006.

Honeywell Primus APEX Operational Software Build 8.8 or higher installed.

C. Reason**(1) Problem**

At Software Revision F, the Aircraft Condition Monitoring System (ACMS) causes an information CAS message to show in APEX when the ACMS log is full.

At Software Revision G, the INDS Data Manager iPad application progress bar sometimes stops at 64% when INDS databases are uploaded to the aircraft with the Aspen Connected Gateway CG100P.

(2) Solution

Update the installed Aspen Connected Gateway CG100P (Software Revision F or G) wireless data loading system to the latest Build Version 2.2, Software Revision H.

D. Description

This Service Bulletin gives the procedure to incorporate a software upgrade on the Aspen Connected Gateway CG100P. The unit is installed behind the baggage compartment right side trim panel.

Revision 1 to this Service Bulletin adds warranty and export control statements. There is no technical change to the contents. Customers who have embodied this Service Bulletin at an earlier revision need not take further action.

Revision 2 to this Service Bulletin updates previous software revisions to Software Revision H (Build Version 2.2). Customers who have embodied this Service Bulletin at Revision 1 need not take further action. Customers who have embodied Service Bulletin 46-006 (latest revision) do not have to do A. "Preparation - Laptop Computer" on page 7 or B. "Preparation - Apple iPad" on page 10.

E. Compliance

Optional.

F. Approval

The technical content of this Service Bulletin 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

Note: Man-hours are calculated as work done at annual inspection.

Task	Man-hours
Preparation	0.5
Modification	0.3
Configuration and test	0.3
Close up	0.4
TOTAL MAN-HOURS	1.5

I. Weight and Balance**(1) Weight Change**

Not affected.

(2) Moment Change

Not affected.

J. Electrical Load Data

Not affected.

K. Software

Honeywell Primus APEX Operational Software Build 8.8 or higher is required.

Aspen Connected Gateway CG100P Software Revision F or Software Revision G (Build Version 2.0) is required.

This Service Bulletin will upgrade the Aspen Connected Gateway CG100P software revision to Revision H (Build Version 2.2).

L. References

Aircraft Maintenance Manual (AMM):

12-B-24-00-00-00A-901A-A	12-B-25-23-01-00A-920A-A
12-B-45-45-00-00A-330A-A	12-B-45-45-00-00A-331A-A

Tool and Equipment Manual (TEM):

12-B-45-45-00-00A-066A-A	
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M. Publications Affected

Illustrated Parts Data (IPD).

N. Interchangeability of Parts

Not applicable.

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

Operators that require additional information and/or Service Bulletin material, should contact their Authorized Pilatus Service Center:

PILATUS AIRCRAFT LTD
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B. Warranty

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

C. Material Necessary for Each Aircraft

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 IPD for delivered parts which differ from those listed in the Service Bulletin Materials list.