TEMPORARY REVISION NO. 18
TO PC-12/47E PILOT'S OPERATING HANDBOOK

FMS/VNAV SOFTWARE ANOMALY

This Temporary Revision gives information for a software anomaly that affects Honeywell Primus APEX Operational Software Build 6.

This Temporary Revision is valid for aircraft MSN 545, 1001 thru 1270 pre-Service Bulletin 45-005. Aircraft post Service Bulletin 45-005 or MSN 1271 and up are <u>not</u> affected.

Affected aircraft (**MSN 545, 1001 thru 1270 pre-Service Bulletin 45-005)** – Remove Temporary Revision 1 from Supplement No. 9. Record the removal of the TR on the Log of Temporary Revisions. Insert this Temporary Revision in Section 7-38.

Aircraft post Service Bulletin 45-005 or MSN 1271 and up - Remove Temporary Revision 1 from Supplement No. 9. Record the removal of the TR on the Log of Temporary Revisions. Do <u>not</u> insert this Temporary Revision.

SECTION 7-38 VNAV

A software anomaly in the FMS has been discovered that can cause the pre-approach pointer to ignore an altitude constraint and descend prematurely.

NOTE

This is advisory only. The autopilot cannot be coupled to the pre-approach pointer.

The anomaly can occur when two or more consecutive and equal AT altitude constraints are part of the flight plan in descent / approach.

In this case the top of descent (TOD) computation can cause an early descent prior to the second AT constraint only if the following circumstances are met:

- The aircraft is in descent or approach phase.
- Two or more consecutive and equal AT constraints followed by a lower AT altitude constraint are in the flight plan.
- The aircraft must be in ALT level flight at the same altitude as the first AT constraint.
- The altitude pre-selector value must be below the equal AT constraint altitudes.

To prevent the problem from occurring, the flight crew must take caution when entering equal AT constraints to an existing flight plan waypoint or by entering a pilot defined waypoint that meets the flight scenario. If two or more equal AT constraints are in the descent portion of the flight plan the pilot must take the following action:

a)   Ensure that the clearance or procedure altitude constraint is complied with and then adjust the altitude pre-selector to the procedure altitude for each flight leg.

   OR

   b)   Remove one of the equal AT constraints and use other means to ensure that procedure/clearance altitudes are met and verify on the multifunction display (MFD) map display and the vertical profile that the TOD is now at or after the second equal AT constraint.

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OR

c) Place a hard angle on the flight plan waypoint/constraint that follows the second AT descent constraint and verify on the MFD map display and the vertical profile that the TOD is now at or after the second equal AT constraint.

In all cases when using the pre-approach pointer, if the vertical track alert occurs prior to initiation of climb or descent, the pilot must verify that the climb or descent is appropriate for the flight plan.