

SERVICE BULLETIN

SERVICE BULLETIN NO: 52-001

REF NO: 047

MODIFICATION NO: 97 0210

ATA CHAPTER: 52

DOORS - EMERGENCY EXIT LOCKING MECHANISM, ADJUSTMENT FITTINGS AND INSULATION

1. Planning Information

A. Effectivity

- (1) All PC-12 and PC-12/45 aircraft from MSN 101 up to and including MSN 200.

This Service Bulletin will be incorporated prior to delivery on aircraft MSN 201 and subsequent.

Revision 1 of this Service Bulletin does not include a seal for the emergency exit. It is available for installation with Service Bulletin 52-003.

This revision also includes editorial changes and a new Service Bulletin layout.

NOTE: It is not necessary to embody this Service Bulletin if the previous revision is already embodied.

B. Concurrent Requirements

None.

C. Reason

(1) Problem

Water can go past the seal and collect under the cabin floor in very heavy rain conditions. Heat from inside the aircraft is lost in very cold conditions.

(2) Cause

The external flap can prevent the locking mechanism from compressing the seal enough. This is because of the high precision of the locking mechanism. Warm air from inside the passenger compartment enters the area inside the emergency exit and is quickly cooled because of the low temperature of the external skin.

(3) Solution

Introduce play between the external flap and the locking mechanism and install insulation.

D. Description

Modification of the locking mechanism, external flap and install additional insulation.

E. Compliance

Optional.

≡PILATUS≡
PC12
SERVICE BULLETIN

FOR PLANNING PURPOSES

F. Approval

The technical aspects of this Service Bulletin have been approved by the Federal Office for Civil Aviation (FOCA) of Switzerland.

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

G. Manpower

Preparation	0.5
Modification of the emergency exit	4.5
Modification of the fittings on the door frame	3.0
Adjustment	1.5
Close-Up	0.5
TOTAL MAN-HOURS	10.0

NOTE: Man-hours figures do not include the time required to cure sealants and adhesives.

H. Weight and Balance

(1) Weight Change

Not Affected.

(2) Moment Change

Not Affected.

I. Electrical Load Data

Not changed.

J. Software

Not changed.

K. References

Illustrated Parts Catalog (IPC), Chapter 52-20-00.

L. Interchangeability of Parts

The Pre and Post SB emergency exits are fully interchangeable. Only the post modification emergency exit is available from Pilatus as a new part.