

Service Bulletin No: 76-002

Ref No: 242

Modification No: EC-09-0541

ATA Chapter: 76

**ENGINE CONTROLS - POWER CONTROL
CHECK THE POWER CONTROL LEVER REVERSE THRUST LATCH FOR STICKING****1. Planning Information****A. Effectivity**

PC-12/47E Aircraft, MSN 1001, 1003 to 1140.

B. Concurrent Requirements

None.

C. Reason

Field reports have been received that, if the Power Control friction wheel is tightened, the reverse thrust latch may stick and allow the Power Control Lever to be inadvertently retarded aft of the Idle detent.

D. Description

This Service Bulletin gives the instructions and data necessary to:

- Part 1 - check the Power Control Lever (PCL) reverse thrust latch for sticking. If the reverse thrust latch is found to be affected, insert the Temporary Revision No. 12 into the Aircraft Flight Manual (AFM). Record the requirement to accomplish modification of the PCL within one year of the release date of this Service Bulletin.
- Part 2 - modify the Power Control Lever assembly and then to remove the Temporary Revision No. 12 from the Aircraft Flight Manual.

Revision 1 to this Service Bulletin corrects Figure 2 to show the correct installation of the washer in the Power Control Lever. It also adds a copyright paragraph. Customers who have already incorporated Part 2 of this Service Bulletin at initial issue must make sure that the washer is correctly installed in the Power Control Lever. This can be confirmed either by a visual inspection, or by carrying out Paragraph 3.A Part 1 again.

E. Compliance

Part 1: Mandatory. Compliance - one month from the issue date of this Service Bulletin to check if the reverse thrust latch is sticking.

Part 2 (if affected): Mandatory. Compliance - one year from the issue date of this Service Bulletin to modify affected aircraft.

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 local Airworthiness Authorities for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Copyright

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H. Manpower

	Check for Affected A/C	Modify Affected A/C
Part 1 - Check	15 mins	-
Part 2 - Modification	-	5.5 hours
Close up	-	3.0 hours
TOTAL MAN-HOURS	15 mins	8 hours 30

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

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

None.

(2) Moment Change

None.

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

Aircraft Maintenance Manual (AMM), 12-B-20-31-00-00A-070A-A, 12-B-24-00-00-00A-901A-A, 12-B-25-10-03-00A-920A-A, 12-B-71-00-00-00A-903M-A, 12-B-71-00-00-00A-903O-A, 12-B-71-00-00-00A-903P-A, 12-B-71-00-00-00A-903R-A.

M. Publications Affected

Aircraft Flight Manual (AFM) Temporary Revision No. 12.

N. Interchangeability of Parts

Not applicable.

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

None.

Operators who require further information about this Service Bulletin should contact:

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B. Warranty

Credit for labor 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.

If it is necessary to relocate the washer as a result of Revision 1 to this Service Bulletin, an additional credit for 8.5 manhours labor will be issued, provided the work is accomplished by an authorized Service Center within 12 months of the issue date of Revision 1 of this Service Bulletin.

C. Material Necessary for Each Aircraft**(1) Material to be Procured**

None.

(2) Operator Supplied Materials (Ref. AMM, 12-B-20-31-00-00A-070A-A)

NOTE: Aircraft Flight Manual Temporary Revision No. 12 is also needed. This will be issued by the normal Publications service. An advance copy is attached to this Service Bulletin.