

SUBJECT: ENGINE COMPRESSOR BLEED OFF VALVE - POSSIBLE TORQUE REDUCTION

NOTE: This Service Letter is information primarily for Pilots.

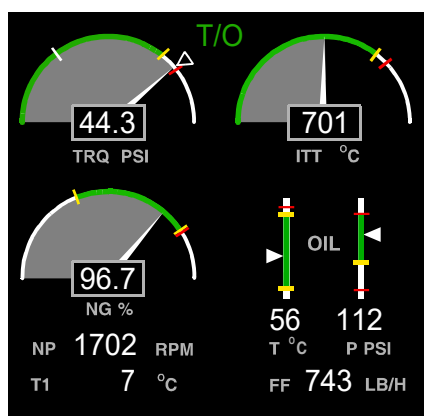
To all Customers, Operators and Service Centers:

Date: Jun 17/21

Effectivity: All PC-12/47E aircraft with PT6E-67XP engine serial numbers HP0001 thru HP0138.

This Service Letter is issued to draw attention to particulate contamination of the engine compressor bleed off valve (BOV) which could lead to a possible reduction in the maximum available torque.

When monitoring the engine indication after setting take-off power (refer to the Pilot Operating Handbook Section 4.9.01), verify that the actual torque (white pointer) matches with the torque bug (white triangle). If the actual torque does not reach the torque bug, abort the take-off. BOV contamination could be suspected. The aircraft will not meet the take-off performance as given in the POH Section 5.3.2.



PFD ENGINE WINDOW

These actions are currently in place to mitigate the issue:

- P&WC Service Bulletin A75018 - BOV contamination inspection
- Pilatus Service Bulletin 71-013 mandating P&WC SB A75018
- Airworthiness Directive CF-2021-20 issued by Transport Canada.

For more information on the Pilatus Service Bulletin, use the Pilatus portal, contact an authorized Pilatus Service Center, or Pilatus Customer Support on www.pilatus-aircraft.com → contact us.

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