

Stans, 20th April 2006

Lance Toland Associates
Mr Ty Carter
100 Midfield Dr.
Griffin Airport
Griffin, Georgia 30224
USA

Contact: John Senior
jsenior@pilatus-aircraft.com

Direct phone: +41 41 619 64 25
Fax: +41 41 619 64 52

Dear Mr Carter,

We write to you in order to inform about modifications performed on the entire fleet of PC-12 engine fuel control units which address a series of six previous power roll back events. These modifications were embodied by the engine manufacturer, Pratt & Whitney Canada and the fuel control manufacturer, Woodward Governor Corporation and supported by Pilatus Aircraft Limited.

We hope that you are able to use this information to support future insurance coverage of PC-12 aircraft.

Cause

Investigation of the 6 reported Power Roll Back incidents identified a malfunction of the Fuel Control Unit (FCU) as the primary cause of the reported events. Pratt & Whitney Canada (P&WC) in conjunction Woodward Governors, the FCU manufacturer, identified microscopic damage to the material of an internal Pneumatic bellows in the FCU which caused the FCU to reduce power to a sub idle condition. PWC and Woodward determined that a combination of manufacturing process improvements and modifications to the design would restore the reliability of the FCU.

Corrective Actions

This design change results in the sealing of both the inner and outer bellows thereby adding an additional sealed wall in the event of leakage of the inner bellows. Additionally, a deflector shield was installed to protect the bellows from direct impingement of hot P3 engine bleed air, which could potentially be a contributing factor to damaging the bellows. These modifications were embodied with the following documents:

Pilatus Aircraft Ltd
P.O. Box 992, 6371 Stans, Switzerland
Phone +41 41 619 61 11, Fax +41 41 610 92 30
www.pilatus-aircraft.com

Certified to EN 9100 / ISO 14001 standards

PWC Alert SB No. A14371 (Original issue April 15, 2005, Rev.1 May 16, 2005). Pilatus Aircraft SL 87 (April 18, 05)

PWC SBA14371 required that the FCU to be removed from the engine and returned to an approved overhaul centre for incorporation of the new bellows and deflector. The compliance code for this modification was code 3 and was mandatory for the entire PC-12 fleet. An aggressive joint P&WC/Woodward/Pilatus modification campaign commenced at the end of April 05 with the last aircraft completed in Australia in February 2006. During this period all 562 effected aircraft were successfully modified.

Pilatus Position

Pilatus Aircraft Ltd has been heavily involved both in the investigation of the initial problem and the review of the final modifications. We are convinced that the redesigned bellows, along with the P3 deflector shield, provides a significant enhancement to the reliability of the Fuel Control and specifically addresses the causes of the previous power roll-backs. This position is also supported by the authorities of Switzerland (FOCA), USA (FAA) and Canada (TC), representing the certification authorities of the Aircraft and Engine respectively.

Testing by both P&WC and Pilatus Aircraft also concluded that in the event of a power rollback, correct deployment of the Manual Over Ride (MOR), as per the aircraft Pilot Operating Handbook (POH), would allow the pilot the opportunity to conduct a safe emergency landing without shutting the engine down. Pilatus has prepared training material and updated procedures for usage of the MOR, and has recommended that MOR procedures are reinforced with pilots during the recurrent training. To date the PC-12 fleet consists of nearly 600 aircraft and has accumulated in excess of 1.6 million total fleet flight hours. The engine in-flight shut down rate (all causes) currently stands at 6.6 per million flight hours, making it one of the safest aircraft in the world.

Yours sincerely,
Pilatus Aircraft Ltd



John Senior
VP Research & Development