DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A78EU
Revision 24
PILATUS PC-12
PILATUS PC-12/45
PILATUS PC-12/47
PILATUS PC-12/47E
November 10, 2015

TYPE CERTIFICATE DATA SHEET No. A78EU

This data sheet, which is a part of Type Certificate No. A78EU, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. PILATUS AIRCRAFT LTD.
CH-6370 STANS
SWITZERLAND


Engine. Pratt & Whitney PT6A-67B

Engine Limits:

<table>
<thead>
<tr>
<th></th>
<th>Shaft Power</th>
<th>N₁ Gas Generator Speed</th>
<th>Prop Shaft Speed</th>
<th>Maximum Observed Inter Turbine Temp.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>shp</td>
<td>PSI</td>
<td>%</td>
<td>RPM</td>
</tr>
<tr>
<td>Take-off</td>
<td>1200</td>
<td>44.34</td>
<td>104</td>
<td>1700</td>
</tr>
<tr>
<td>Max. climb/Max. cruise</td>
<td>1000</td>
<td>36.95</td>
<td>104</td>
<td>1700</td>
</tr>
<tr>
<td>Starting (5 seconds)</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Transient (20 seconds)</td>
<td>---</td>
<td>61.00</td>
<td>104</td>
<td>1870</td>
</tr>
</tbody>
</table>

Note: 100% Gas Generator Speed = 37,468 RPM

Propeller and Propeller Limits. Hartzell HC-E4A-3D hub with Hartzell E10477K aluminum blades; four blade constant speed type. (SEE NOTE 12)

Spinner: Hartzell D5500-1 (Aluminum)

Diameter: 104 in (2.642 m) to 105 in (2.667 m) cropping of blade tips not permitted.

Pitch settings (measured at 42 in. station)
Fine pitch 19.0°
Min. pitch in flight 6.0°
Max. reverse pitch -17.5°
Feathered 79.5°
Stabilized ground operation is prohibited between 350 and 950 RPM.
Airspeed Limits (EAS).

Max. operating speed \( V_{\text{MO}} \) 240 kts
Max. operating Mach No. \( M_{\text{MO}} \) 0.48
Max. diving speed \( V_D \) 280 kts
Max. maneuvering design speed \( V_A \) 170 kts
Max. maneuvering operating speed \( V_O \)
- 154 kts at 4100 kg (9039 lbs)
- 136 kts at 3200 kg (7060 lbs)
- 123 kts at 2600 kg (5730 lbs)

Center of Gravity Limits.

At 4100 kg (9039 lbs) 27% MAC to 44% MAC
Forward cg limit varies linearly between: (landing gear extended)
- 4100 kg (9039 lbs) 27% MAC
- 3700 kg (8157 lbs) 17.8% MAC
- 2700 kg (5952 lbs) and less 13% MAC
Rear cg limit varies linearly between: (landing gear retracted)
- 4100 kg (9039 lbs) 44% MAC
- 3600 kg (7937 lbs) 46% MAC
- 3000 kg (6614 lbs) 46% MAC
- 2550 kg (5622 lbs) and less 20% MAC
Datum.
3000 mm (118 in.) forward of firewall (frame no. 10).

Leveling Means.
Cabin Seat Rails
(see Section 8 of the Airplane Maintenance Manual).

Maximum Weight.
Ramp weight 4120 kg (9083 lbs)
Take-off weight 4100 kg (9039 lbs)
Landing weight 4100 kg (9039 lbs)
Max. zero fuel weight 3700 kg (8159 lbs)

Minimum Crew.
One pilot.

Number of Seats.
9 PAX and 2 pilot seats
(for seat locations see Airplane Flight Manual, Section 6, W & B).

Maximum Baggage.
180 kg (400 lbs)
(baggage compartment at rear of cabin).

Maximum Loading. (Combi version) 1000 kg/m² (205 lb/ft²) on seat rails
600 kg/m² (125 lb/ft²) on cabin floor
(for loading limitations/instructions see Section 6 of the Airplane Flight Manual).

Fuel Capacity
(Specific gravity 0.806 kg/ltr)
- Total 1540 ltr (1241 kg)
- Usable 1516 ltr (1222 kg)
- Arm 5.91 m (233 in) aft of datum
- 1540 ltr (1241 kg) (406 US gal)
- 1516 ltr (1222 kg) (400 US gal)
- 1522 ltr (1226 kg) (402 US gal) (see Note 1)

Oil Capacity.
- Total 13.6 ltr
- Arm 2.41 m (95 in) aft of datum
- (3.6 US gal)
Control Surfaces

<table>
<thead>
<tr>
<th>Surface</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flap</td>
<td>15° + 0° / -1.5°</td>
</tr>
<tr>
<td>(left/right asymmetry 1°)</td>
<td></td>
</tr>
<tr>
<td>Ailerons</td>
<td>30° +/- 1° Up</td>
</tr>
<tr>
<td>Elevator</td>
<td>28° +/- 1° Up</td>
</tr>
<tr>
<td>Stabilizer (trim)</td>
<td>2.5° + 0.7° / -0.2° up</td>
</tr>
<tr>
<td>(with respect to stabilizer leading edge)</td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>35° +/- 1° right</td>
</tr>
<tr>
<td>(from centerline and measured horizontally)</td>
<td></td>
</tr>
<tr>
<td>Rudder tab</td>
<td>7.5° + 1° / -1.5° right</td>
</tr>
<tr>
<td>Aileron tab</td>
<td>16.5° +/- 1° up</td>
</tr>
</tbody>
</table>

Take-off 39.5° +/- 0.5º Landing

Landing

Stick Pusher System

Stick shaker/stick pusher system, signaled by AOA vanes on left and right wing leading edges.

Serial Numbers Eligible

SN 101 and up (See Note 5, Note 10 and Note 11).

Import Requirements- All Models

a. The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Swiss Federal Office of Civil Aviation (FOCA) on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. airworthiness regulations 14 CFR Federal Aviation Regulations Part 23 U.S. Type Certificate No. A78EU and to be in a condition for safe operation.'

b. An airplane maintenance manual in compliance with FAR 23.1529 must be furnished before delivery of the first airplane or issuance of standard certificate of airworthiness whichever occurs later.

Certification Basis

1) 14 CFR Sections 21.29, 21.183(c) and 14 CFR 23, Normal Category, effective February 4, 1991, including Amendments 23-1 through 23-42 and Section 23.1305c3) of Amendment 23-43 and Section 23.1507 of Amendment 23-45 and Section 23.1311 of Amendment 23-49 and

2) 14 CFR Section 36, effective November 18, 1969, including Amendments 36-1 through amendment in effect at the time of U.S. Type Certification, and

3) 14 CFR Section 34, effective September 10, 1990, and

4) Equivalent Level of Safety,
   b) Cabin pressure indicator, FAR 23.841b6). See NOTE 8.

5) Section 611(b) of the FAA Act of 1958

6) Certification Maintenance Requirement (CMR), manual pitch trim system annunciation

7) Special Conditions: High Energy Radiated Electromagnetic Fields, (HERF), Number 23-ACE-46, effective date May 29, 1990

8) Approved for Flight Into Known Icing. See NOTE 4.

The Swiss Federal Office of Civil Aviation (FOCA) originally type certificated this aircraft under its type certificate Number F-56-30. The FAA validated this product under U.S. Type Certificate Number A78EU. Effective June 23, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Switzerland. The EASA TCDS No. EASA.A.089.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

In addition the following is required:

Airplane Flight Manual
(including Equipment list and applicable supplements)

- S/N 101-400: (except S/N 321) Report No. 01973-001
- S/N 321 and 401 and subsequent Report No. 02211
Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before June 23, 2006 – Swiss Federal Office of Civil Aviation (FOCA).

• Service bulletins,
  • Structural repair manuals,
  • Vendor manuals,
  • Aircraft flight manuals, and
  • Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

• The documents change the limitations, performance, or procedures of the FAA approved manuals; or

• The documents make an acoustical or emissions changes to this product’s U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Available Documents for the PILATUS PC-12 are:

Airplane Flight Manual For S/N 101 – 400 except 321:
Doc. No. 01973-001
Revision 2, dated February 14, 1995
or later FOCA approved revisions.

For S/N 321 and 401 and subsequent:
Doc No. 02211 (PC-12 data is contained in AFMS No. 25; Doc. No. 02211/9-25)

Aircraft Maintenance Manual (Chapter 4 FOCA approved)
Doc. No. 02049.


Illustrated Parts Catalogue Doc. No. 02051.

II. Pilatus PC-12/45 (Normal Category), approved July 31, 1996.

The data given above is valid except where mentioned below:

Airspeed Limits (EAS):
Max. diving speed $V_D = 290$ kts
$M_D = 0.62$ (S/N 101 – 683)
$M_D = 0.58$ (S/N 684 onwards)

Max. maneuvering operating speed $V_O = 161$ kts at 4500 kg)
Stall speed (at TOW) Flaps up 93 kts (CAS)
(engine running flight idle) Flaps down 65 kts (CAS)

Center of Gravity Limits.
At 4500 kg 30% MAC to 43% MAC
Forward cg limit varies linearly between: (landing gear extended)
4500 kg (9921 lbs) 30% MAC
3700 kg (8157 lbs) 18% MAC
2600 kg (5732 lbs) and less 13% MAC

Rear cg limit varies linearly between: (landing gear retracted)
4500 kg (9921 lbs) 43% MAC
3600 kg (7937 lbs) 46% MAC
3000 kg (6614 lbs) 46% MAC
2600 kg (5732 lbs) and less 20% MAC

Maximum Weights.
Ramp weight 4520 kg (9965 lbs)
Take-off weight 4500 kg (9921 lbs)
Landing weight 4500 kg (9921 lbs)
Max. zero fuel weight 4100 kg (9039 lbs)
Control Surfaces

Wing flaps

15° +0°/-1.5° Normal Take-off
30° +0°/-1.5° Short Take-off
39.5° +/-0.5° Landing
(left/right asymmetry 1°)

S/N 684 Onwards:

Ailerons 26.5° +/- 0.5º Up 13º +/- 0.5º down
Aileron tab 13.9º +/-1.0º up 14.5º +/- 1.0º down
(trim function only – left hand tab)
Aileron tab 15.5º +/-1.0º up 15.8º +/- 1.0º down
(balance function only – both tabs)

Control Surfaces (Cont.)

Aileron tab 29.3º +/-1.0º up 28.4º +/- 1.0º down
(combined trim and balance function – left hand tab)
When the ailerons are in the neutral position, both tabs are deflected 5º +/- 0.5º up.

Certification Basis

1) 14 CFR Sections 21.29, 21.183(c) and 14 CFR 23, Normal Category, effective February 4, 1991, including Amendments 23-1 through 23-42 and Section 23.1305(c)(3) of Amendment 23-43 and Section 23.49(c) and 23.562(d) of Amendment 23-44 Section 23.479(b) & c) and Section 23.1507 of Amendment 23-45 and Section 23.1311 of Amendment 23-49
2) 14 CFR Section 36, effective November 18, 1969, including Amendments 36-1 through amendment in effect at the time of U.S. Type Certification, and
3) 14 CFR Section 34, effective September 10, 1990, and
4) Equivalent level of Safety, a) ACE-94-8 of June 21, 1994, Spin demonstration, FAR 23.221 a)(2)
b) Cabin pressure indicator, FAR 23.841b) 6). See NOTE 8.
5) Section 611(b) of the FAA Act of 1958
6) Certification Maintenance Requirement (CMR), manual pitch trim system annunciation
7) Special Conditions: High Energy Radiated Electromagnetic Fields, (HERF), Number 23-ACE-46, effective date May 29, 1990
8) Approved for Flight Into Known Icing. See NOTE 4.

The Swiss Federal Office of Civil Aviation (FOCA) originally type certificated this aircraft under its type certificate Number F-56-30. The FAA validated this product under U.S. Type Certificate Number A78EU. Effective June 23, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Switzerland. The EASA TCDS No. EASA.A.089.

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before June 23, 2006 – Swiss Federal Office of Civil Aviation (FOCA).

• Service bulletins,
  • Structural repair manuals,
  • Vendor manuals,
  • Aircraft flight manuals, and
  • Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

• The documents change the limitations, performance, or procedures of the FAA approved manuals; or
• The documents make an acoustical or emissions changes to this product’s U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.
Available Documents for the PILATUS PC-12/45 are:

(Doc. No. 01973-001 / 9-08)
Initial issue, or later FOCA approved revisions.

Initial issue or later FOCA approved revisions.

III. Pilatus PC-12/47 (Normal Category), approved December 23, 2005.

The data given for model PC-12 is valid except where mentioned below:

**Airspeed Limits (EAS):**

<table>
<thead>
<tr>
<th>Max. diving speed</th>
<th>$V_D$ 290 kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. maneuvering operating speed $V_0$</td>
<td>163 kts at 4740 kg (10450 lbs)</td>
</tr>
<tr>
<td>Stall speed (at TOW)</td>
<td>Flaps up 95 kts (CAS)</td>
</tr>
<tr>
<td>(engine running flight idle)</td>
<td>Flaps down 67 kts (CAS)</td>
</tr>
</tbody>
</table>

**Center of Gravity Limits.**

At 4740 kg 30% MAC to 42.2% MAC

Forward cg limit varies linearly between: (landing gear extended)
- 4740 kg (10450 lbs) 30% MAC
- 4500 kg (9921 lbs) 30% MAC
- 3700 kg (8157 lbs) 18% MAC
- 2600 kg (5732 lbs) and less 13% MAC

Rear cg limit varies linearly between: (landing gear retracted)
- 4740 kg (10450 lbs) 42.2% MAC
- 4500 kg (9921 lbs) 43% MAC
- 3600 kg (7937 lbs) 46% MAC
- 3000 kg (6614 lbs) 46% MAC
- 2600 kg (5732 lbs) and less 20% MAC

**Maximum Weights.**

- Ramp weight 4760 kg (10495 lbs)
- Take-off weight 4740 kg (10450 lbs)
- Landing weight 4500 kg (9921 lbs)
- Max. zero fuel weight 4100 kg (9039 lbs)

**Control Surfaces.**

| Wing flaps | 15° +0°/-1.5° Normal Take-off |
| 30° +0°/-1.5° Short Take-off |
| 39.5° +/-0.5° Landing |
| (left/right asymmetry 1°) |
| Ailerons | 26.5° +/-0.5° Up |
| 13° +/-0.5° down |
| Aileron tab | 13.9° +/-1.0° Up |
| 14.5° +/-1.0° down |
| (trim function only – left hand tab) |
| Aileron tab | 15.5° +/-1.0° up |
| 15.8° +/-1.0° down |
| (balance function only – both tabs) |
| Aileron tab | 29.3° +/-1.0° up |
| 24.8° +/-1.0° down |
| (combined trim and balance function – left hand tab) |

When the ailerons are in the neutral position, both tabs are deflected 5° +/-0.5° up.

**Certification Basis.**

1) 14 CFR Sections 21.29, 21.183(c) and 14 CFR 23, Normal Category, effective February 4, 1991, including Amendments 23-1 through 23-42 and Section 23.1305c(3) of Amendment 23-43 and Section 23.479b) and c) and Section 23.1307 of Amendment 23-45 and Section 23.1311 of Amendment 23-49
2) 14 CFR Section 36, effective November 18, 1969, including Amendments 36-1 through amendment 36-27, effective September 6, 2005,
3) 14 CFR Section 34, effective September 10, 1990, including amendments 34-1 as amended through Amendment 34-3 effective February 3, 1999;
4) Equivalent level of Safety findings per provision of 14 CFR 21.21(b)(1):
   b) ACE-05-18 of November 29, 2005, Cabin pressure indicator, FAR 23.841b) 6)
5) Special Conditions: High Energy Radiated Electromagnetic Fields, (HERF), Number 23-ACE-46, effective date May 29, 1990
6) Approved for Flight Into Known Icing. See NOTE 4.
7) Section 611(b) of the FAA Act of 1968
8) Certification Maintenance Requirement (CMR), manual pitch trim system annunciation

Date of Application for U.S. Amended Type Certificate for PC-12/47 model December 1, 2004.

The Swiss Federal Office of Civil Aviation (FOCA) originally type certificated this aircraft under its type certificate Number F-56-30. The FAA validated this product under U.S. Type Certificate Number A78EU. Effective June 23, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Switzerland. The EASA TCDS No. EASA.A.089.

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before June 23, 2006 – Swiss Federal Office of Civil Aviation (FOCA).

- Service bulletins,
  - Structural repair manuals,
  - Vendor manuals,
  - Aircraft flight manuals, and
  - Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals;
- The documents make an acoustical or emissions changes to this product’s U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Available Documents for the PILATUS PC-12/47 are:

Airplane Flight Manual Report No. 02211, Initial issue or later FOCA approved revisions. (specific PC-12/47 data is contained in AFM Supplement No. 33)

Aircraft Maintenance Manual Doc. No. 02049 Revision 17, dated 31 Jan 2006 or higher. (until Revision 17 is issued the information is contained in AMM Temporary Revisions No 04-14, dated December 1, 2005, No 27-31, dated December 16, 2005 and No 57-07, dated December 16, 2005.) (Chapter 4 FAA and FOCA approved)


The data given for model PC-12 is valid except where mentioned below:

Engine.

Pratt & Whitney PT6A-67P

Propeller and Propeller

Hartzell HC-E4A-3D hub with Hartzell E10477SK Shot Peened aluminum blades; four blade constant speed type. (See NOTE 12)

Hartzell HC-E5A-3A hub with NC10245B, 5 Carbon composite blades (See NOTE 15)

Spinner: Hartzell D5500-1 (Aluminum)

Diameter: 104 in (2.642 m) to 105 in (2.667 m) cropping of blade tips not permitted.
Pitch settings (measured at 42 in. station)

<table>
<thead>
<tr>
<th></th>
<th>4-Blade propeller</th>
<th>5-Blade propeller</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fine pitch</td>
<td>19.0°</td>
<td>14.7°</td>
</tr>
<tr>
<td>Min. pitch in flight</td>
<td>6.0°</td>
<td>6.0°</td>
</tr>
<tr>
<td>Max. reverse pitch</td>
<td>-17.5°</td>
<td>-17.5°</td>
</tr>
<tr>
<td>Feathered</td>
<td>79.6°</td>
<td>80.0°</td>
</tr>
</tbody>
</table>

Stabilized ground operation is prohibited between 350 and 950 RPM.

**Airspeed Limits (EAS):**

- Max. diving speed $V_D$ 290 kts
- $M_C$ 0.58
- Max. maneuvering operating speed $V_D$ 163 kts at 4740 kg (10450 lbs)
- Stall speed (at TOW) Flaps up 95 kts (CAS)
- (engine running flight idle) Flaps down 67 kts (CAS)

**Center of Gravity Limits:**

At 4740 kg 30% MAC to 42.2% MAC

Forward cg limit varies linearly between: (landing gear extended)
- 4740 kg (10450 lbs) 30% MAC
- 4500 kg (9921 lbs) 30% MAC
- 3700 kg (8157 lbs) 18% MAC
- 2600 kg (5732 lbs) and less 13% MAC

Rear cg limit varies linearly between: (landing gear retracted)
- 4740 kg (10450 lbs) 42.2% MAC
- 4500 kg (9921 lbs) 43% MAC
- 3600 kg (7937 lbs) 46% MAC
- 3000 kg (6614 lbs) 46% MAC
- 2600 kg (5732 lbs) and less 20% MAC

**Maximum Weights.**

- Ramp weight 4760 kg (10495 lbs)
- Take-off weight 4740 kg (10450 lbs)
- Landing weight 4500 kg (9921 lbs)
- Max. zero fuel weight 4100 kg (9039 lbs)

**Control Surfaces.**

- Wing flaps 15° +0°/-1.5° Normal Take-off
- 30° +0°/-1.5° Short Take-off
- 39.5° +/-0.5° Landing (left/right asymmetry 1°)

**Certification Basis**

1) 14 CFR Sections 21.29, 21.183(c) and 14 CFR 23, Normal Category, effective February 4, 1991, including Amendments 23-1 through 23-42 and:
   - [FAR 23 Paragraph (Amndt level)]
   - 23.49c (23-44)
   - 23.305 a (23-45)
   - 23.371 a (23-48)
   - 23.562 d (23-44)
   - 23.572 a1,b1 (23-45)
   - 23.629 a,b,c,d,e,f (23-48)
   - 23.1305 c3 (23-43)
   - 23.1322 e (23-43)
   - 23.1329 (23-49)
   - 23.1353 h (23-49)
   - 23.1361 a,b,c (23-49)
   - 23.1507 (23-45)
   - 23.1555 e2 (23-50)

2) 14 CFR Section 36, effective November 18, 1969, including Amendments 36-1 through amendment 36-28, effective January 4, 2006.
3) 14 CFR Section 34, effective September 10, 1990, including amendments 34-1 as amended through Amendment 34-3 effective February 3, 1999;
4) Equivalent level of Safety findings per provision of 14 CFR 21.21(b)(1):
   c) ACE-07-14 of January 7, 2008, Probes OFF Caution, FAR 23.1326(b)(1)
   d) ACE-07-15 of January 8, 2008, ASI Flap Markings, FAR 23.1545(b)(4)
   e) ACE-08-02 of February 26, 2008, Circuit Protective Devices, FAR 23.1357(b)
5) Special Conditions:
6) Approved for Flight Into Known Icing. See NOTE 4.
7) Section 611(b) of the FAA Act of 1958
8) Certification Maintenance Requirement (CMR), manual pitch trim system annunciation
Date of Application for U.S. Amended Type Certificate for PC-12/47E model December 6, 2004.
The Swiss Federal Office of Civil Aviation (FOCA) originally type certificated this aircraft under its type certificate Number F-56-30. The FAA validated this product under U.S. Type Certificate Number A78EU. Effective June 23, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Switzerland. The EASA TCDS No. EASA.A.089.

Service Information
Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before June 23, 2006 – Swiss Federal Office of Civil Aviation (FOCA).

• Service bulletins,
  • Structural repair manuals,
  • Vendor manuals,
  • Aircraft flight manuals, and
  • Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

• The documents change the limitations, performance, or procedures of the FAA approved manuals; or
• The documents make an acoustical or emissions changes to this product’s U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Available Documents for the PILATUS PC-12/47E are:

Airplane Flight Manual Report No. 02277, Revision 6, dated March 26, 2008 or later EASA approved revisions. (See Note 13 and Note 15)

Aircraft Maintenance Manual Doc. No. 02300, 12-B-AM-00-00-00-1, dated April 11, 2008, or later EASA approved revisions. (Chapter 4 is FAA and EASA approved) (See Note 13 and Note 15)

NOTES
NOTE 1. Current weight and balance data together with a list of equipment included in the certificated empty weight, and loading instructions, when necessary, must be provided for each airplane at the time of original certification. The certificated empty weight and corresponding center of gravity locations must include the following:

a) unusable fuel of 19.6 kg (43.2 lbs) at 5.73 m (225.6 in) on S/N 101 up to and including S/N 140.
NOTE 2. Airplane operation must be in accordance with the EASA/FOCA-approved Airplane Flight Manual listed above. All placards listed in Section 2 of the AFM must be displayed in the appropriate location.

NOTE 3. Airworthiness Limitations are contained in the FOCA/EASA approved Chapter 4 of the PC-12, PC-12/45, PC-12/47 & PC-12/47E Aircraft Maintenance Manual. These Limitations may not be changed without EASA and FAA approval.

NOTE 4. The models PC-12 and PC-12/45 up to S/N 683 may be operated in known icing conditions when equipped in accordance with Pilatus Modification PIL 12/00/001, Rev. 1, or later FOCA/EASA approved revision. The models PC-12/45, PC-12/47, and PC-12/47E from S/N 684 onwards are approved for operation in known icing conditions. S/N 545 is also approved for operation in known icing conditions.

NOTE 5. The basic version PC-12 (S/N 101 - 683) may be converted to a version PC-12/45 by executing PILATUS Service Bulletin No. 04-001.

NOTE 6. Only interior configurations described in the official Pilatus AFM/POH are approved for installation in the PC-12, PC-12/45, PC-12/47 and PC-12/47E aircraft. These configurations have been shown to meet the dynamic and HIC test requirements of FAR 23.562. Any alterations to these approved interior layouts must be shown to meet FAR 23.562.

NOTE 7. All PC-12 models are eligible for import (with FOCA export certificate of airworthiness) into the USA in the no cabin interior configuration option installation per Pilatus Document 500.20.12.399 for ferry flight delivery to the USA. After delivery in this configuration, the airplane is eligible for standard airworthiness certificate in the no cabin interior configuration per Pilatus Document 500.20.12.399, but carriage of passengers (other than those essential to the mission) in this configuration is prohibited. While the airplane is in this configuration it is subject to limitations and inspections defined in the Airworthiness Limitations Sections. The passenger prohibition can be removed after installation of a Pilatus factory interior is installed per Pilatus Document No. 02252 or other FAA approved interior is installed.

NOTE 8. An ELOS memorandum was inadvertently missed on the original PC-12 model and PC-12/45 model, but was evaluated during the validation of the PC-12/47. See FAA memorandum dated December 9, 2005 for details.

NOTE 9. The PC-12/45 model incorporated an aerodynamic improvement modification (AIM) type design change that was approved at the same time the PC-12/47 model was approved. This modification is for production aircraft only and includes: modified wingtips, modified dorsal and ventral fins and modified ailerons (reduction of roll control forces).

NOTE 10. Starting with Manufacture Serial Number (MSN) 684, and up to MSN 999, can be either a PC-12/45 with the AIM type design change or a PC-12/47 model.

NOTE 11. Starting with Manufacture Serial Number (MSN) 1001 and subsequent will only be a PC-12/47E model. MSN 545 is also a PC-12/47E model.

NOTE 12. Only the Hartzell E10477SK Shot Peened aluminum blades with the Hartzell HC-E4A-3D hub is allowed on the PC-12/47E model. This Shot Peen Hartzell E10477SK propeller can be used on the PC-12, PC-12/45 and PC-12/47 airplane, but the Hartzell E10477K “non-shot peened” cannot be used on the PC-12/47E airplane. See the appropriate Pilatus Airworthiness limitation sections.

NOTE 13. PC-12/47E MSN 545 and MSN 1001 and subsequent: All airplanes equipped with Honeywell APEX system are RVSM capable provide the operator incorporates and follows airplane flight manual supplement (AFMS) No. 4 Revision 1 dated May 28, 2009 or later version and Airplane Maintenance Manual document number 02300 Revision 2, dated June 3, 2009 or later AMM version.

NOTE 14. PC-12/47E MSN 1300, MSN 1451 and subsequent: These airplanes are fitted with the Electromechanical Landing Gear (eLDG) and must be operated and maintained in accordance with the Airplane Flight Manual, document no. 02277, Supplement 11, issue dated March 2, 2012 or later revisions and Airplane Maintenance Manual, document number 02300, Airworthiness Limitations 12-B-04-00-00-00A-000B-A, dated June 4, 2012 or later EASA and FAA approved revisions.

NOTE 15. The PC-12/47E aircraft is Transmitting-PED tolerant. PC-12/47E MSN 1576 and subsequent as well as aircraft which have SB 34-042 (Introduction of the L3 ESIS) embodied, can have the standby magnetic compass removed (23.1303(c) at 23-62). PC-12/47E MSN 1576 and subsequent: These airplanes are eligible to be fitted with the Hartzell 5-Blade Composite Propeller. The aircraft must be operated in accordance with the Airplane Flight
Manual, document no. 02277 revision 15, dated November 6, 2015 or later versions and airplane
Maintenance Manual, document number 02300 Revision 14, dated November 6, 2015 or later EASA
and FAA approved revisions.

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