

**Operations Group Chairman Factual Report**  
**Attachment 3 - PC-12 Limitations**

*WPR09MA159*

**FUEL**

**APPROVED FUEL GRADES**

JET A, JET-A-1, JET B, JP-4

Any other fuel which complies with the latest revision of Pratt & Whitney Service Bulletin 14004.

**ANTI-ICING ADDITIVE**

Anti-icing additive must be used for all flight operations in ambient temperatures below 0°C.

Use anti-icing additive conforming to MIL-DTL-27686 or MIL-DTL-85470.

Anti-icing additives should be in compliance to Pratt & Whitney Service Bulletin 14004.

Additive concentration must be between a minimum of 0.06 % and a maximum of 0.15 % by volume.

**CAUTION**

THE CORRECT MIX OF ANTI-ICING ADDITIVE WITH THE FUEL IS IMPORTANT. CONCENTRATIONS OF MORE THAN THE MAXIMUM (0.15% BY VOLUME) WILL CAUSE DAMAGE TO THE PROTECTIVE PRIMER AND SEALANTS OF THE FUEL TANKS. DAMAGE WILL OCCUR IN THE FUEL SYSTEM AND ENGINE COMPONENTS.

Refer to Section 8, Handling, Servicing, and Maintenance for blending instructions.

**WEIGHT LIMITS**

Maximum Ramp Weight	9965 lb (4520 kg)
➤ Maximum Takeoff Weight	9921 lb (4500 kg)
➤ Maximum Landing Weight	9921 lb (4500 kg)
Maximum Zero Fuel Weight	9039 lb (4100 kg)
Maximum Baggage Weight	400 lb (180 kg)
Maximum Floor Loading -	
On Seat Rails	205 lb/ft <sup>2</sup> (1000 kg/m <sup>2</sup> )
On Cabin Floor	125 lb/ft <sup>2</sup> (600 kg/m <sup>2</sup> )

**CENTER OF GRAVITY LIMITS**

Weight Pounds (kilograms)	Forward Limit A.O.D.: In. / M	Aft Limit A.O.D.: In. / M
9921 (4500)	232.20 / 5.898	240.94 / 6.120
8158 (3700)	224.13 / 5.693	-
7938 (3600)	-	242.99 / 6.172
6615 (3000)	-	242.99 / 6.172
5733 (2600)	220.75 / 5.607	225.47 / 5.727

**NOTES**

Straight line variation between points given.

The datum is 118 in (3.0 m) forward of firewall.

It is the responsibility of the pilot to ensure that airplane is loaded properly.

See Section 6, Weight and Balance for proper loading instructions.

## **FUEL LIMITATIONS**

Total Fuel Capacity	406.8 US gal, 2,736.5 lb (1,540 liters, 1,241.3 kg)
Total Usable Fuel	402 US gal, 2,703.6 lb (1,521.5 liters, 1,226.4 kg)
Total Unusable Fuel	4.8 US gal, 32.9 lb (18.5 liters, 14.9 kg)
Maximum Fuel Imbalance	26.4 US gal, 178 lb (100 liters, 80.6 kg) (Maximum 3 LCD segments on indicator)

### **NOTE**

Usable fuel can be safely used during all Normal Category airplane maneuvers.

## **MAXIMUM OPERATING ALTITUDE LIMITS**

Maximum Operating Altitude	30,000 ft (9,144 m)
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## **OUTSIDE AIR TEMPERATURE LIMITS**

Minimum Outside Air Temperature	-55°C (-67°F)
Maximum Outside Air Temperature	+50°C (122°F)

## **CABIN PRESSURIZATION LIMITS**

Maximum cabin pressure differential is 5.75 psi (400 mbar).

Pressurized landing is not approved.

## **MAXIMUM PASSENGER SEATING LIMITS**

Maximum number of occupants is 9 passengers plus pilot(s).

Refer to Section 6, Weight and Balance, for seat locations.

The PC-12 was certified with two basic cabin interior configurations, a Corporate Commuter and an Executive interior. Variations to the two basic interior configurations that have been approved together with general limitations are given below:

Corporate Commuter Interior Code STD-9S nine standard seats.

Corporate Commuter Interior Code STD-6S-3B six standard seats and three seat bench.

Executive Interior Code EX-6S-2 six executive seats.

Executive Interior Code EX-8S eight executive seats.

Leave seats 5, 6, 7 and 8 vacant during takeoff and landing unless seat in front is occupied.

Executive Interior Code EX-4S-3B four executive seats and three seat bench.

Executive Interior Code EX-6S-STD-2S six executive seats and two standard seats.

Leave seats 5, 6, 7 and 8 vacant during takeoff and landing unless seat in front is occupied.

Executive Interior Code EX-4S-STD-4S four executive seats and four standard seats.

Pilatus must be contacted to determine the modification work required to the aircraft, before any change to an interior configuration is made.

**AUTOPILOT**

During autopilot operation, the Bendix/King KFC 325 Pilot's Guide must be on board and immediately available to the pilot.

If the autopilot is to be used in flight, the entire preflight test must be successfully completed prior to each flight.

During autopilot operation, a pilot must be seated in a pilot position with seat belt fastened.

The autopilot (A/P) and yaw damper (YD) must be OFF during takeoff and landing.

Altitude Select captures below 1000 feet AGL are prohibited.

The autopilot must be disengaged, when the airplane is below 1000 ft AGL, except in accordance with the conditions given below.

For airplanes equipped with a functioning Pilatus option radar altimeter installed, the autopilot must be disengaged below 200 ft AGL during ILS approach operations provided that the autopilot is coupled to glideslope vertical guidance of 6° or less. The system is approved for Category 1 operation (Approach mode selected).

Do not override the autopilot to change pitch or roll attitude.

Continued autopilot operation is prohibited following abnormal operation or malfunctioning prior to corrective maintenance.

**CAUTION**

In accordance with FAA recommendation (AC 00-24A), use of "PITCH ATTITUDE HOLD" mode is recommended during operation in severe turbulence.

**AHRS**

Fly straight and level for 1 minute after each 15 minutes of continuous orbiting maneuvering (not applicable to LCR-93 AHRS)..