



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº EA-9605

Type Certificate Holder:

PILATUS AIRCRAFT LTD.
CH-6370 STANS
SWITZERLAND

EA-9605-02

Page 01

PILATUS

PC-12
PC-12/45
PC-12/47
PC-12/47E

August 2008

This data sheet, which is part of Type Certificate No. 9605, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - PILATUS PC-12 (Normal Category) approved 10 March 1998.

ENGINE

Pratt & Whitney of Canada, Ltd., PT6A-67B.

PROPELLER

Hartzell HC-E4A-3D/E hub with Hartzell E10477K or HC-E4A-3D/E hub with Hartzell E10477SK aluminum blades; four-blade constant speed type.

AIRSPPEED LIMITS (CAS)

Max. Operating Speed (V_{MO})	240 kt
Max. Operating Mach No. (M_{MO})	0.48
Max. Diving Speed (V_b) (M_b)	280 kt 0.60
Max. Maneuvering Design Speed (V_A)	170 kt
Max. Maneuvering Oper. Speed (V_O)	154 kt (at 4 100 kg) 136 kt (at 3 200 kg) 123 kt (at 2 600 kg)
Max. Flap Speed	T.O Position (V_{FE}) 165 kt Landing Pos. (V_{FE}) 130 kt
Max. Gear Speed	Operating (V_{LO}) 180 kt Extended (V_{LE}) 240 kt
Stall Speed (at 4 100 kg) (engine running flight idle)	Flaps Up 88 kt Flaps Down 61 kt

FLIGHT LOAD FACTOR LIMITS

Max. Positive up to (V_{MO})	+ 3.40g
Max. Positive up to (V_{MO})	- 1.36g

**AIRSPPEED LIMITS (EAS)
(Cont.)**

Max. Maneuvering Design Speed (V_A)	170 kt
Max. Maneuvering Oper. Speed (V_O)	161 kt (at 4 500 kg) 154 kt (at 4 100 kg) 136 kt (at 3 200 kg) 123 kt (at 2 600 kg)
Max. Flap Speed:	T.O Position (V_{FE}) 165 kt Landing Pos. (V_{FE}) 130 kt
Max. Gear Speed:	Operating (V_{LO}) 180 kt Extended (V_{LE}) 240 kt
Stall Speed (at 4 500 kg) (engine running flight idle)	Flaps Up 93 kt Flaps Down 65 kt

**FLIGHT LOAD FACTOR
LIMITS**

Max. Positive up to (V_{MO})	+ 3.30g
Max. Positive up to (V_{MO})	- 1.32g

**CG LIMITS
(Landing Gear Extended)**

At 4 500 kg 30% MAC to 43% MAC
 Forward CG limits varies linearly between:
 4 500 kg 30% MAC
 3 700 kg 18% MAC
 2 600 kg and 13% MAC
 less

Rear CG limits varies linearly between:
 4 500 kg 43% MAC
 3 600 kg 46% MAC
 3 000 kg 46% MAC
 2 600 kg and 20% MAC
 less

MAXIMUM WEIGHTS

Ramp Weight	4 520 kg (9 965 lb)
Take-off Weight	4 500 kg (9 921 lb)
Landing Weight	4 500 kg (9 921 lb)
Max. Zero Fuel Weight	4 100 kg (9 039 lb)

CONTROL SURFACE

Wing flaps: Normal Take-off $15^\circ + 0^\circ/-1.5^\circ$
 Short Take-off $30^\circ + 0^\circ/-1.5^\circ$
 Landing $39.5 \pm 0.5^\circ$
 LH & RH Flap Asymmetry within $\pm 1^\circ$ at all positions.

S/N 141-683	Ailerons	Up $30^\circ \pm 1^\circ$	Down $10 \pm 1^\circ$
S/N 684 and up	Ailerons	Up $26.5^\circ \pm 0.5^\circ$	Down $13 \pm 0.5^\circ$
	Elevator	Up $28^\circ \pm 1^\circ$	Down $15^\circ \pm 1^\circ$
	Stabilizer Trim	Up $2.5^\circ + 0.7^\circ/- 0.2^\circ$ Down $7.5^\circ+0.7^\circ/-0.2^\circ$	
	With respect to stabilizer L.E.		
	Rudder	Right $35^\circ \pm 1^\circ$	Left $25^\circ \pm 1^\circ$

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**CONTROL SURFACE
(Cont.)**

	From centerline and measured horizontally		
	Rudder Tab	Right 7.5° + 1°/-1.5°	Left 13° + 1°/-1.5°
S/N 141-683	Aileron Tab (Trim)	Up 16.5° ± 1°	Down 16.5° ± 1°
S/N 684 and up	Left Aileron Tab (Trim function only)	Up 13.9° ± 1°	Down 14.5° ± 1°
	Left and Right Aileron Tab (Balance function only)	Up 15.5° ± 1°	Down 15.8° ± 1°
	Left Aileron Tab (Combined trim and balance function) (Trim)	Up 29.3° ± 1°	Down 28.4° ± 1°
	Aileron Tab (Trim)	Up 16.5° ± 1°	Down 16.5° ± 1°

| **S/N ELIGIBLE** 141 to 683 (except 545).

III - PILATUS PC-12/47, (Normal Category) approved 21 August 2006.

ENGINE

Pratt & Whitney of Canada, Ltd., PT6A-67B.

PROPELLER

Hartzell HC-E4A-3D/E hub with Hartzell E10477K or HC-E4A-3D/E hub with Hartzell E10477SK aluminum blades; four-blade constant speed type.

AIRSPEED LIMITS (EAS)

Max. Operating Speed (V_{MO})		240 kt
Max. Operating Mach No. (M_{MO})		0.48
Max. Diving Speed (V_D)		290 kt
	(M_b)	0.58
Max. Maneuvering Design Speed (V_A)		170 kt
Max. Maneuvering Oper. Speed (V_O)		163 kt (at 4 740 kg)
		161 kt (at 4 500 kg)
		154 kt (at 4 100 kg)
		136 kt (at 3 200 kg)
		123 kt (at 2 600 kg)
Max. Flap Speed	T.O Position (V_{FE})	165 kt
	Landing Pos. (V_{FE})	130 kt
Max. Gear Speed	Operating (V_{LO})	180 kt
	Extended (V_{LE})	240 kt
Stall Speed (at 4 500 kg)	Flaps Up	95 kt
(engine running flight idle)	Flaps Down	67 kt

**FLIGHT LOAD FACTOR
LIMITS**

Max. Positive up to (V_{MO})	+ 3.30g
Max. Positive up to (V_{MO})	- 1.32g

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CG LIMITS

(Landing Gear Extended)

At 4740 kg 30% MAC to 42.2% MAC
 Forward CG limits varies linearly between:
 4 740 kg 30% MAC
 4 500 kg 30% MAC
 3 700 kg 18% MAC
 2 600 kg and less 13% MAC

Rear CG limits varies linearly between:
 4 740 kg 42.2% MAC
 4 500 kg 43% MAC
 3 600 kg 46% MAC
 3 000 kg 46% MAC
 2 600 kg and less 20% MAC

MAXIMUM WEIGHTS

Ramp Weight 4 760 kg (10 495 lb)
 Take-off Weight 4 740 kg (10 450 lb)
 Landing Weight 4 500 kg (9 921 lb)
 Max. Zero Fuel Weight 4 100 kg (9 039 lb)

CONTROL SURFACE

Wing flaps: Normal Take-off $15^\circ + 0^\circ/-1.5^\circ$
 Short Take-off $30^\circ + 0^\circ/-1.5^\circ$
 Landing $39.5 \pm 0.5^\circ$

LH & RH Flap Asymmetry within $\pm 1^\circ$ at all positions

Ailerons Up $26.5^\circ \pm 0.5^\circ$ Down $13 \pm 0.5^\circ$
 Elevator Up $28^\circ \pm 1^\circ$ Down $15^\circ \pm 1^\circ$

Stabilizer Trim Up $2.5^\circ + 0.7^\circ/-0.2^\circ$
 Down $7.5^\circ + 0.7^\circ/-0.2^\circ$

With respect to stabilizer L.E.

Rudder Right $35^\circ \pm 1^\circ$ Left $25^\circ \pm 1^\circ$

From centerline and measured horizontally

Rudder Tab Right $7.5^\circ + 1^\circ/-1.5^\circ$ Left $13^\circ + 1^\circ/-1.5^\circ$

Left Aileron Tab Up $13.9^\circ \pm 1^\circ$ Down $14.5^\circ \pm 1^\circ$
 (Trim function only)

Left and Right Aileron Tab Up $15.5^\circ \pm 1^\circ$ Down $15.8^\circ \pm 1^\circ$
 (Balance function only)

Left Aileron Tab Up $29.3^\circ \pm 1^\circ$ Down $28.4^\circ \pm 1^\circ$
 (Combined trim and balance function)

|S/N ELIGIBLE

684 up to 999

III - PILATUS PC-12/47E, (Normal Category) approved 22 August 2008.

ENGINE	Pratt & Whitney of Canada, Ltd., PT6A-67P.		
PROPELLER	Hartzell HC-E4A-3D/E hub with Hartzell E10477SK aluminum blades; four-blade constant speed type.		
AIRSPEED LIMITS (EAS)	Max. Operating Speed (V_{MO})		240 kt
	Max. Operating Mach No. (M_{MO})		0.48
	Max. Diving Speed (V_b)		290 kt
	(M_b)		0.58
	Max. Maneuvering Design Speed (V_A)		170 kt
	Max. Maneuvering Oper. Speed (V_o)		163 kt (at 4 740 kg)
			161 kt (at 4 500 kg)
			154 kt (at 4 100 kg)
			136 kt (at 3 200 kg)
	Max. Flap Speed	T.O Position (V_{FE})	165 kt
		Landing Pos. (V_{FE})	130 kt
	Max. Gear Speed	Operating (V_{LO})	180 kt
		Extended (V_{LE})	240 kt
	Stall Speed (at 4 500 kg)	Flaps Up	95 kt
	(engine running flight idle)	Flaps Down	67 kt
FLIGHT LOAD FACTOR LIMITS	Max. Positive up to (V_{MO})	+ 3.30g	
	Max. Positive up to (V_{MO})	- 1.32g	
CG LIMITS (Landing Gear Extended)	At 4740 kg 30% MAC to 42.2% MAC		
	Forward CG limits varies linearly between: (landing gear extended)		
	4 740 kg	30% MAC	
	4 500 kg	30% MAC	
	3 700 kg	18% MAC	
	2 600 kg and less	13% MAC	
	Rear CG limits varies linearly between: (landing gear retracted)		
	4 740 kg	42.2% MAC	
	4 500 kg	43% MAC	
	3 600 kg	46% MAC	
	3 000 kg	46% MAC	
	2 600 kg and less	20% MAC	
MAXIMUM WEIGHTS	Ramp Weight	4 760 kg (10 495 lb)	
	Take-off Weight	4 740 kg (10 450 lb)	
	Landing Weight	4 500 kg (9 921 lb)	
	Max. Zero Fuel Weight	4 100 kg (9 039 lb)	

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CONTROL SURFACE

Wing flaps: Normal Take-off 15° + 0°/-1.5°
 Short Take-off 30° + 0°/-1.5°
 Landing 39.5 ± 0.5°

LH & RH Flap Asymmetry within ± 1° at all positions

Ailerons Up 26.5° ± 0.5° Down 13 ± 0.5°
 Elevator Up 28° ± 1° Down 15° ± 1°

Stabilizer Trim Up 2.5° + 0.7°/- 0.2°
 Down 7.5°+0.7°/-0.2°

With respect to stabilizer L.E.
 Rudder Right 35° ± 1° Left 25° ± 1°

From centerline and measured horizontally
 Rudder Tab Right 7.5° + 1°/-1.5° Left 13° + 1°/-1.5°

Aileron Tab Up 13.9° ± 1° Down 14.5° ± 1°
 (Trim function only – left hand tab)

Aileron Tab (Balance function only – both tabs) Up 15.5° ± 1° Down 15.8° ± 1°

Aileron Tab Up 29.3° ± 1° Down 28.4° ± 1°
 (Combined trim and balance function – left hand tab)

When the ailerons are in neutral position, both tabs are deflected 5° ± 0.5° up

S/N ELIGIBLE 545 and 1001 and up.

DATA PERTINENT TO ALL MODELS:

ENGINE LIMITS

For PC-12, PC-12/45 and PC-12/47 (engine PT6A-67B)

	Shaft Power	Torque	N ₁ Gas Generator Speed	Propeller Shaft Speed	Maximum Observed InterTurbine Temperature
	[Shp]	[PSI]	[%]	[rpm]	[°C]
Take-off	1 200	44.34	104	1 700	800
Maximum Climb/ Maximum Cruise	1 000	36.95	104	1 700	760
Starting (5 sec.)	---	---	---	---	1 000
Transient (20 sec.)	---	61.00	104	1 870	870

NOTE: 100% Gas Generator Speed = 37 468 rpm

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ENGINE LIMITS (Cont.)

For PC-12/47E (engine PT6A-67P)

	Shaft Power	Torque	N ₁ Gas Generator Speed	Propeller Shaft Speed	Maximum Observed Inter Turbine Temperature
	[Shp]	[PSI]	[%]	[rpm]	[°C]
Take-off	1 200	44.34	104	1 700	850
Maximum Continuous and Maximum Climb/	1 200	44.34	104	1 700	820
Maximum Cruise	1 000	36.95	104	1 700	820
Normal Climb / Normal Cruise	As per Aircraft Flight Manual charts				
Starting (5 sec.)	---	---	---	---	1 000
Transient (20 sec.)	---	61.00	104	1 870	870

NOTE: 100% Gas Generator Speed = 37 468 rpm

FUEL

Aviation turbine fuel Jet A, Jet A-1, or Jet B, JP-4 and other fuels according to PRATT & WHITNEY Service Bulletin SB 14004.

FUEL CAPACITY

(Specific gravity 0.806 kg/lit.)

<u>Total</u>	<u>Usable</u>	<u>Arm</u>
1 540 lt. (1 241 kg)	1 522 lt (1 226 kg)	5.91m (233 in.) aft of datum (see note 1)

OIL

(Engine & Gearbox)

Synthetic turbine oil conforming to PWA 521, Type II. For acceptable oil brands see PRATT & WHITNEY Service Bulletin 14001.

OIL CAPACITY

<u>Total</u>	<u>Arm</u>
13.6 lt.	2.41m (95 in.) aft of datum

OIL TEMP. LIMITS

Take-off	+10°C to + 110°C
Max. Climb / Max. Cruise	+10°C to + 105°C
Starting	- 40°C min.
Transient	-40°C to + 110°C
Idle	-40°C to + 110°C

PROPELLER LIMITS

Diameter: Maximum 105 in. (2.667 m.),
Minimum 104 in. (2.642 m),
Cropping of blade tips not permitted

Propeller Blade Life Limit: On Condition

Pitch settings at 42-inches station:

PROPELLER LIMITS

Fine Pitch	19.00°
Min. Pitch in flight	6.00°
Maximum Reverse Pitch	-17.50°
Feathered	79.60°

Spinner: Hartzell D5500-1 (Aluminum)

Stabilized ground operation is prohibited between 350 and 950 rpm

DATUM	3 000mm (118 in.) forward of firewall (frame N° 10)
LEVELING MEANS	Cabin Seat Rails (see section 8 of the Airplane Maintenance Manual)
MAXIMUM OPER. ALTITUDE	30 000 ft
MINIMUM CREW	One pilot
NUMBER OF SEATS	2 pilot seats plus 9 passenger seats (RBHA/14 CFR Part 23 Normal Category) - With 1 pilot configuration the maximum number of passengers is still limited to 9. - See AFM for approved seat locations.
MAXIMUM BAGGAGE	180 kg (baggage compartment at rear of cabin)
MAX. LOADING (Combi Version)	1000 kg/m ² (205 lb/ft ²) on seat rails 600 kg/m ² (125 lb/ft ²) on cabin floors (for loading limitations/instructions see the AFM section 6, weight and balance data) loading limitations see AFM
IMPORT REQUIREMENTS	To be considered eligible for operation in Brazil, a Brazilian Certificate of Airworthiness may be issued on the basis of an EASA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement: "This aircraft covered by this certificate has been inspected tested and found to be in conformity to the Brazilian approved type design as defined by the Brazilian Type Certificate Number 9605 and is in condition of safe operation". The ANAC Report H.10-1520-02, dated 21 August 2006 or further revisions, contains the Brazilian Requirements for the acceptance of these airplanes.

CERTIFICATION BASIS

The certification basis for the aircraft model is RBHA 21.29 including the following requirements:

RBHA 23, which endorses the 14 CFR Part 23 including Amendments 1 through 23-42 effective on 04 February 1991;
RBHA/14 CFR Part 23.1305 (c)(3) of amendment 23-43;
RBHA/14 CFR Part 23.1507 of amendment 23-45;
RBHA/14 CFR Part 23.1311 of amendment 23-49.
Special Conditions FOCA n. B-1, C-1, C-2, C-3, C-4, D-1, D-2, D-3, E-2, FOCA CQF 98-02 15.09.1993;

Equivalent Safety Findings:

RBHA/14 CFR Part 23.221 (a)(2) [FOCA CQF 91-03];
RBHA/14 CFR Part 23.841(b)(6) [FOCA CQF 21-03];
RBHA 34, which endorses the 14 CFR Part 34, effective 10 September 1990; and

RBHA 36 corresponding to 14 CFR Part 36, appendix G, including Amendments 36-1 through 36-20, equivalent to ICAO Annex 16, Chapter 10.

CERTIFICATION BASIS (Cont.)For PC-12/45 and PC-12/47.

RBHA/14 CFR Part 23.1305 (c)(3) of amendment 23-43;
RBHA/14 CFR Part 23.1507 of amendment 23-45;
RBHA/14 CFR Part 23.1311 of amendment 23-49.
RBHA/14 CFR Part 23.49 (c) and 23.562(d) of amendment 23-44;
RBHA/14 CFR Part 23.479(b)(c) of amendment 23-45.

Special Conditions FOCA n. B-1, C-1, C-2, C-3, C-4, D-1, D-2, D-3, E-2, FOCA CQF 98-02 15.09.1993;

Equivalent Safety Findings:

RBHA/14 CFR Part 23.221 (a)(2) [FOCA CQF 91-03];
RBHA/14 CFR Part 23.841(b)(6) [FOCA CQF 21-03];

RBHA 34, which endorses the 14 CFR Part 34, effective 10 September 1990; and

RBHA 36 corresponding to 14 CFR Part 36, appendix G, including Amendments 36-1 through 36-20, equivalent to ICAO Annex 16, Chapter 10.

And for PC-12/47E.

RBHA/14 CFR Part 23.49c (23-44);
RBHA/14 CFR Part 23.143 c (23-50);
RBHA/14 CFR Part 23.301 (23-48);
RBHA/14 CFR Part 23.305 a (23-45);
RBHA/14 CFR Part 23.335 a,b,c,d (23-48);
RBHA/14 CFR Part 23.361 a,b2 (23-45);
RBHA/14 CFR Part 23.371 a (23-48);
RBHA/14 CFR Part 23.479 b,c (23-45);
RBHA/14 CFR Part 23.561 b2-3,c3 (23-48);
RBHA/14 CFR Part 23.562 d (23-44);
RBHA/14 CFR Part 23.562 d1 (23-50);
RBHA/14 CFR Part 23.571 a (23-45);
RBHA/14 CFR Part 23.572 a1,b1 (23-45);
RBHA/14 CFR Part 23.607 c (23-48);
RBHA/14 CFR Part 23.613 (23-45);
RBHA/14 CFR Part 23.629 a,b,c,d,e,f2 (23-48);
RBHA/14 CFR Part 23.773 a1-2 (23-45);
RBHA/14 CFR Part 23.1303 a,b,c,d,e,f (23-49);
RBHA/14 CFR Part 23.1305 c3 (23-43);
RBHA/14 CFR Part 23.1307 (23-49);
RBHA/14 CFR Part 23.1311 (23-49);
RBHA/14 CFR Part 23.1322 e (23-43);
RBHA/14 CFR Part 23.1323 c (23-49);
RBHA/14 CFR Part 23.1326 a,b (23-49);
RBHA/14 CFR Part 23.1329 (23-49);
RBHA/14 CFR Part 23.1331 a,b1-2, c (23-43);
RBHA/14 CFR Part 23.1351 b2-3,c,c1-5,g (23-49);
RBHA/14 CFR Part 23.1353 h (23-49);
RBHA/14 CFR Part 23.1357 a,e (23-43);
RBHA/14 CFR Part 23.1359 (23-43);
RBHA/14 CFR Part 23.1361 a,b,c (23-49);
RBHA/14 CFR Part 23.1365 b,c,c1,d,e,f (23-49);
RBHA/14 CFR Part 23.1431 a,b,c,d,e (23-49);
RBHA/14 CFR Part 23.1507 (23-45);
RBHA/14 CFR Part 23.1525 (23-45);
RBHA/14 CFR Part 23.1543 c (23-50);
RBHA/14 CFR Part 23.1555 e2 (23-50).

CERTIFICATION BASIS (Cont.)

Especial Conditions:
 B-1 Stall identification & Recovery Characteristics;
 C-1 Horizontal Tail Loads;
 C-2 Horizontal Tail Loads (Rocking Motions);
 C-3 Dynamic Behavior of the landing gear;
 C-4 Seat head rest & supporting structure aft facing seats;
 D-1 Hinges (strength & Rigidity);
 D-2 Doors and exits;
 D-3 Composite Materials for secondary structure;
 E-2 Composite cowling (toxics);
 FOCA CQF 98-02, HIRF 15 September 1993;
 F-1 Protection from the effects of HIRF;
 F-2 Protection from the indirect Effect of lightning;
 F-3 Human factors aspects of flight deck design;
 F-9 Integrated modular avionics (IMA)

Equivalent Level Findings:
 (FOCA CQF 91-94) 14 CFR Part 23.221(a)(2) Spin resistance;
 (FOCA CQF 21-03) 14 CFR Part 23.841(b)(6) Pressure cabin warning altitude;
 F-10 Individual circuit protection with IMA System;
 F-11 ASI flaps marking;
 F-12 Probes OFF Caution.

RBHA 34, which endorses the 14 CFR Part 34, effective 10 September 1990; and

RBHA 36 corresponding to 14 CFR Part 36, appendix G, including Amendments 36-1 through 36-28, equivalent to ICAO Annex 16, third edition, Amdt. 7, volume 1, Part II, Chapter 6 and 10.

REQUIRED 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	Report n° 01973-001/BRA for S/N 141-320 and 322-400;
Airplane Flight Manual	Report n° 02211/BRA for S/N 321, 401-544 and 546-999;
Airplane Flight Manual	Report n° 02277/BRA for S/N 545 and 1001 and up.

(including applicable supplements and Equipment List)

SERVICE INFORMATION

"Service Bulletins/AFM and any other service information, which contain a statement that the document is EASA approved, are accepted by the ANAC and are considered approved. These approvals pertain to the type design only".

Aircraft Maintenance Manual (Chapter 4 EASA approved)

Structural Repair Manual

Illustrated Parts Catalogue

NOTES:**NOTE 1**Weight & Balance.

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 14.9 kg (32.0 lb) at 5.73m (225.6 in) from S/N 141 onwards.
- b) Engine oil of 9.2 kg (20.3 lb) at 2.41m (95.27 in)

NOTE 2Markings & Placards.

Airplane operation must be in accordance with the EASA – approved Airplane Flight Manual listed above. All placards listed in Section 2 of the AFM and AFMS must be displayed in the appropriate location.

NOTE 3Continuing Airworthiness.

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

NOTE 4

The differences of Brazilian airplanes in relation to the basic EASA type design are summarized as follows:

- 1- The Brazilian AFM:
Airplane Flight Manual Report Nº 01973-001/BRA for S/N 141-320 and 322-400;
Airplane Flight Manual Report Nº 02211/BRA for S/N 321, 401-544 and 546-999;
Airplane Flight Manual Report Nº 02277/BRA for S/N 545 and 1001 and up.
- 2- All placards in Portuguese, required in Airplane Flight Manual, must be installed in the aircraft;
- 3- A visual marking scheme for passenger door must be installed in accordance with PILATUS drawings No. 511.21.12.043; 511.21.12.050; 511.21.12.062; 511.21.12.063; and 511.21.12.067.
- 4- The modification described by Service Bulletin Nr. 28-002 (original issue, dated 19 July 96) must be incorporated.
- 5- The landing gear speeds placards must be repositioned in accordance with PILATUS drawing Nr. 511.32.12.005 for S/N prior 1001 and PILATUS drawing Nr. 511.32.12.011 for S/N 1001 and up.

NOTE 5

The Model PC-12 & PC-12/45 may be operated in known icing conditions when equipped in accordance with Pilatus Modification PIL 12/00/001, Rev. 1, or later 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 6

The Basic version PC-12 (S/N 141-683) may be converted to a version PC-12/45 by executing PILATUS Service Bulletins Nº 04-001.

NOTE 7

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 8

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 9

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.



ADEMIR ANTÔNIO DA SILVA
Gerente Geral, Certificação de Produto Aeronáutico
(Manager, Aeronautical Product Certification)
