



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

**TYPE CERTIFICATE DATA SHEET Nº EA-2011T04**

Type Certificate Holder:

**PILATUS AIRCRAFT LTD.**  
CH – 6370 Stans  
**SWITZERLAND**

EA-2011T04-00  
Sheet 01

PILATUS  
PC-6/B2-H4

23 May 2011

This data sheet, which is part of Type Certificate No. 2011T04, 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 - Model PC-6/B2-H4 (Normal Category), approved 23 May 2011.**

<b>ENGINE</b>	Pratt & Whitney PT6A-27 (EM 8005)																																				
<b>FUEL</b>	Aviation kerosene conforming to UACL Service Bulletin No. 1244, latest issue.																																				
<b>ENGINE LIMITS</b>	<table><thead><tr><th></th><th>SHP</th><th>Torque (psi)</th><th>G.G. RPM</th><th>Prop. RPM</th><th>ITT (°C)</th></tr></thead><tbody><tr><td>Take-off up to 43°C</td><td>550</td><td>47.3</td><td>38 100 (101.5%)</td><td>2000 (100%)</td><td>725</td></tr><tr><td>Max. continuous and enroute emergency</td><td>550</td><td>47.3</td><td>38 100 (101.5%)</td><td>2000 (100%)</td><td>725</td></tr><tr><td>Starting (max. 2 sec)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>1090</td></tr><tr><td>Acceleration (max. 2 sec)</td><td>-</td><td>53.0</td><td>38 500 (102.6%)</td><td>2420 (110%)</td><td>825</td></tr><tr><td>Max. Reverse (1 min)</td><td>550</td><td>47.3</td><td>-</td><td>-</td><td>725</td></tr></tbody></table>		SHP	Torque (psi)	G.G. RPM	Prop. RPM	ITT (°C)	Take-off up to 43°C	550	47.3	38 100 (101.5%)	2000 (100%)	725	Max. continuous and enroute emergency	550	47.3	38 100 (101.5%)	2000 (100%)	725	Starting (max. 2 sec)	-	-	-	-	1090	Acceleration (max. 2 sec)	-	53.0	38 500 (102.6%)	2420 (110%)	825	Max. Reverse (1 min)	550	47.3	-	-	725
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<b>OIL</b>	Synthetic Turbine Oil conforming to UACL Service Bulletin No. 1001 latest issue.																																				
<b>PROPELLER AND PROPELLER LIMITS</b>	HC-B3TN-3D (EH 8006)  Blades: T-10178C or CH modified acc. to drawing 190.02.01.124 or T-10178CR. Diameter maximum 2.57 m (101 in). Diameter minimum 2.52 m (99 in). (no further reduction permitted)  Pitch setting at 0.76 m (30 in). Reverse: -10.5° minimum Feathering: +85.5° ±0.5° Flight minimum: +0.5°																																				

<b>AIRSPEED LIMITS</b>	Never Exceed ( $V_{NE}$ ):	151 kias
	Maximal structural cruising ( $V_{NO}$ ):	119 kias
	Maneuvering ( $V_P$ ):	119 kias
	Flaps extended ( $V_{FE}$ ):	95 kias
<b>CG RANGE</b>	3608 to 3722 mm at 2800 kg (32% - 38% MAC) 3209 to 3722 mm at 1450 kg (11% - 38% MAC) Straight line variation between points given	
<b>DATUM</b>	3 m in front of vertical tangent to the Leading edge	
<b>LEVELING MEANS</b>	T-rails on the cabin floor horizontal; leveling marks on each side of the fuselage.	
<b>MAXIMUM WEIGHT</b>	Takeoff:	2800 kg (6173 lb)
	Landing:	2660 kg (5864 lb)
	Ramp:	2810 kg (6195 lb)
	Zero Fuel:	2400 kg (5291 lb)
<b>MINIMUM CREW</b>	1	
<b>MAXIMUM PASSENGERS</b>	7 (1 in co-pilot seat at + 3050 mm, 2 at + 3850 mm, 2 at + 4570 mm, 2 at + 5280 mm)	
<b>MAXIMUM BAGGAGE</b>	After removing of the seats or benches respectively, the entire cabin may be used as freight space. Max. floor loading 488 kg/m <sup>2</sup> Max. loading of the trap doors 300 kg.	
<b>FUEL CAPACITY</b>	<u>Total Capacity:</u> 492 or 655 l (130 or 173 US-Gal.) (2 tanks of 246 or 327.5 l (63.5 or 85 US-Gal.) at + 3790 mm, 1 booster pump tank of 11 l (3 US-Gal) at + 5820 mm). <u>Usable Capacity:</u> 485 or 644 l (128 or 170 US-Gal.) (2 tanks of 242.5 or 322 l (62.5 or 83.5 US-Gal.) at 3790 mm, 1 booster pump tank of 11 l (3 US-Gal) at + 5820).	
<b>OIL CAPACITY</b>	Total system capacity: 12.5 l at + 965 mm.	
<b>MAXIMUM OPERATING ALTITUDE</b>	25 000 ft	
<b>CONTROL SURFACE MOVEMENTS</b>	Elevator:	Up 30° ±1°      Down 25° ±1°
	Elevator Flettner tab:	Up 57° ±2°      Down 32° ±2°
	Horizontal Stabilizer:	Nose down 10° ±0.5°      Nose up 2° ±0.5°
	Neutral	Nose down 3°
	Rudder:	Right 30° ±1.5°      Left 30° ±1.5°
	Rudder tab:	Right 6° ±1°      Left 6° ±1°
	Aileron:	Up 20° ±1°      Down 13.5° ±1°
	Aileron Flettner tab:	Down 20° ±1°      Up 13.5° ±1°
	Aileron trim tab:	Up 20° ±2°      Down 18°, Neutral up 2°
	Wing flaps:	Down 0 to 38° ±2° (landing) Down 0 to 28° ±2° (Take-off)

**SERIAL NUMBER ELIGIBLE****MSN 825 AND UP****IMPORT ELIGIBILITY**

A Brazilian Certificate of Airworthiness may be issued on the basis of a FOCA Export Certificate of Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

"The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate No. 2011T04 and is in condition of safe operation".

The ANAC Report H.10-1060-02, dated 10 May 2011 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See note 4)

**CERTIFICATION BASIS**

Brazilian Type Certificate No. 2011T04 issued on 23 May 2011 based on the RBAC 21.29 and based on CAR 3 dated 15 May 1956 including amendments 3-1 through 3-5 and the Special Conditions, notified by letters FAA to Swiss Federal Air Office, dated 14 Nov. 1962 answered 04 Jan. 1967.

**REQUIRED EQUIPMENT**

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

**DATA PERTINENT TO ALL MODELS:****NOTES:****NOTE 1****Weight and balance.**

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

**NOTE 2****Markings and placards.**

All placards specified in the latest ANAC approved revisions of the "Airplane Flight Manual", document number 1820/BRA must be displayed in the airplane in the appropriate locations.

**NOTE 3****Continuing Airworthiness.**

Pilatus AMM Doc No. 01975 must be used.

**NOTE 4**

The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:

1. The Brazilian Airplane Flight Manual.
2. Markings and placards

**NOTE 5**

Doors: Cabin door RH side, either double doors or sliding doors

Optional: double doors LH side additional

Optional: cockpit doors on both sides.

**HÉLIO TARQUÍNIO JÚNIOR**

**Gerente-Geral de Certificação de Produto Aeronáutico  
(General Manager, Aeronautical Product Certification)**