

PILATUS PC-12/45 Model Guide

PILATUS PC-12/45 is a single-engine turboprop from Pilatus. It is one variant in the PC-12 family, alongside the PC-12/47, 47E and 47G. Family-level registry figures reach up to 2260 nm range, 232 kt cruise, 4400 kg MTOW, 10 passengers and 35000 ft ceiling. These are not PC-12/45 figures. This guide covers limits, a landing gear actuator bulletin and an engine STC.

KEY TAKEAWAYS

- Checklist engine limits: ITT max 760°C (720°C recommended), Ng max 104%, torque max 44.3 PSI.
- Check records for main landing gear actuators P/N 960.30.01.103 with serial numbers 830E thru 881E (SB 32-017, mandatory).
- Some PC-12/45s have the PT6A-67P engine in place of the PT6A-67B under STC SA02266LA. Ask for the paperwork.
- Family-level maxima (2260 nm, 232 kt, 10 passengers) are not PC-12/45 specifications. Get variant figures from the POH.

LANDING GEAR ACTUATOR BULLETIN

SB 32-017 (Aug 03/04) applies to PC-12 and PC-12/45 MSN 101 thru MSN 560 with MLG actuators P/N 960.30.01.103, serial numbers 830E thru 881E. Incorrect heat treatment can reduce fatigue life. They were fitted to MSN 482 thru MSN 509 in production, and may have been moved to other aircraft. Replacement was mandatory, and takes 3.0 man-hours per actuator. Check the logbook entry.

PT6A-67P ENGINE STC

STC SA02266LA replaces the PT6A-67B with the PT6A-67P and adds a Unison 300 ampere gear-driven generator (the -67B uses a 149 ampere belt-driven unit). It also adds a modified EIS and a larger NACA cooling duct on the left cowl. Scheduled checks: inspect the NACA duct for cracking or ply separation, and check the generator air intake ducting. No airworthiness limitations are associated with the STC.

OPERATING LIMITS FROM THE SHORT CHECKLIST

The short checklist (QRH Rev.3, for flight simulation use) gives start ITT max 1,000°C for 5 sec. In climb it gives torque max 44.3 PSI, ITT max 760°C (720°C recommended) and Ng max 104%. It calls for landing gear down below 180 KIAS and flaps 0° above 100 KIAS. Refer to POH Section 4 for complete information.

V-SPEEDS

Landing Gear Down Below Kt	180
Flaps 0 Above Kt	100

SAFETY NOTES

- Do not use the simulation-only short checklist as an operating document. It points to POH Section 4 for complete information.
- Confirm in the logbook that SB 32-017 was complied with and that no actuator with serial 830E thru 881E remains installed.
- On STC-modified aircraft, a 2nd battery option installation needs a weight and balance re-calculation.