

PILATUS PC-24 Model Guide

PILATUS PC-24 is a Pilatus model built in Stans, Switzerland. Registry data for the PC-24 family show up to 10 passengers, up to 1950 nm range, a 45000 ft service ceiling and MTOW up to 8000 kg. The documents supplied are maintenance publications and service bulletins, so this guide focuses on what to check before buying.

KEY TAKEAWAYS

- Family-level registry maxima: up to 10 passengers, up to 1950 nm, service ceiling up to 45000 ft, MTOW up to 8000 kg.
- Check the aircraft's MSN against each service bulletin's effectivity range; several apply only to early serial numbers.
- Honeywell APEX DFZ Build 6.0 software (SB 42-026) is mandatory for MSN 101 thru 600; verify it has been loaded.
- Ask for logbook proof of SB 28-002 (fuel pipe clamps) and SB 30-007 (windshield heating relay) on affected MSNs.

SERVICE BULLETINS TO VERIFY

SB 42-026 (APEX DFZ Build 6.0): MSN 101 thru 600, mandatory within 13 months of the Nov 03/25 issue, 3.75 man-hours. SB 30-007 (LH windshield heating relay): MSN 101-337 with SB 30-004 or 30-006 embodied, and MSN 501-590, within 24 months of May 22/25.

EARLY-PRODUCTION ITEMS (MSN 101-150)

SB 28-002 applies to MSN 101 thru 150: flexible saddle clamps on the motive-flow fuel pipes are replaced with fixed clamps, and four O-rings replaced, because pipe movement could damage O-rings and cause a fuel leak. It was mandatory within 3 months of May 2019 and takes 7.00 man-hours. SB 25-005 (MSN 121-150) replaces the emergency exit upper panel grommets.

MAINTENANCE DOCUMENTATION

The Master Maintenance and Operating Procedures (MMOP), Issue 004 Revision 01 of February 02, 2021, lists tasks by ATA chapter, including air conditioning, auto flight, fuel, landing gear, oxygen and pneumatic systems. Ask for the current revision and the aircraft's compliance records.

PERFORMANCE

Family Max Range Nm	1950
Family Max Service Ceiling Ft	45000

SAFETY NOTES

- SB 28-002: fuel pipe movement can damage O-rings, and a fuel leak is possible on MSN 101-150 if the modification is not done.
- SB 30-007: reverse current in the LH solid state relay can trip the RCCB and make emergency windshield heating ineffective.
- SB 25-005: the original grommets become rigid at low temperatures and make it difficult to remove the emergency exit upper panel.