



# Pilatus PC-12

## Checklist

Before Engine Start	
1 Pre- Flight Inspection	Completed
2 Parking Brake	Set
3 Flight Control Lock	Removed
4 Oxygen Lever	On
5 Pax Oxy Supply	Auto
6 Oxygen Mask	Checked
7 Circuit Breakers	Checked
8 EPS	Check+Arm
9 Ldg Gear Handle	Down
10 Trim Inter Switch	Normal
11 Flap Inter Switch	Normal
12 MOR Lever	Off
13 PCL Lever	Idle
14 Condition Lever	Cut Off
15 Flap Lever	0°
16 Fuel Emerg Shutoff	Full In
17 ECS Emerg Shutoff	Full In
18 Doors/DV Windows	Closed
19 Standby Bus Switch	On
20 Overhead Switches	All Off
21 Electrical Switches	All Off
22 Clearence	Obtain
23 GPS Flight Plan	Set
24 Battery Switch	On
25 Battery Voltage	>24V
26 Beacon/Nav Lights	On
27 Fuel Pumps	Audio/Visual Check
28 Lamp	Checked
29 Fire Warning	Checked
30 EIS	Checked
31 Fuel Contents	Checked/Set



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## Engine Start

1 Prop Area	Clear
2 Starter Switch	Press 2 Seconds
3 Condition Lever >12% Ng	Ground Idle
4 Oil Pressure	Check
5 ITT & Ng	Monitored
6 Engine Instruments	Checked
7 Gen 1 then Gen 2	On
8 Inverter	Batt or Gen
9 Avionics 1 & 2	On
10 Pax Advisory	On
11 Standby Bus	Off
12 Air Conditioning	As Required
13 ECS	Auto
14 Pressurization	Set Cruise Alt + 500ft
15 Flaps	Set 15°

## Pre-Taxi

1 Flaps 15°	Checked
2 AHRS	No Flag
3 Autopilot	Set/Checked
4 Pusher	Test
5 CAWS	Checked
6 Inertial Separator	Check Open
7 De-Ice	Check (if ice)
8 Flight Controls	Free
9 Trim Set	+3
10 Engine instruments	Checked
11 Fuel Quantity	Re-check
12 Com/Nav	Set
13 EGPWS/Traffic	Checked
14 Cabin Pressurization/ECS	Checked
15 FD/ALT	Set



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## Taxi

1 Taxi Light	On
2 Brakes	Checked
3 Flight Instruments	Checked

## Before Take-Off

1 Take-Off Brief	Completed
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## Line Up

1 Taxi/Lgd + Recog Lights	On
2 Strobes	On
3 Windshield Heat	On
4 Probes	On
5 CAWS	Check Clear
6 Pressurization/ECS	Re-check
7 Oxygen	Re-check On
8 Flaps set 15°	Re-check
9 Condition Lever	Flight Idle
10 Transponder	ALT

## After Take-Off

1 Gear (positive rate)	Up
2 Yam Damper	On
3 Taxi/Landing Lights	Taxi Off/Ldg after 10000ft
4 Flaps >100 KIAS	Up
5 Cilb Power Set	36.9 @~150 KIAS
6 Pressurization	Check



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## Transition

1 Altimeter	Set 1013
2 Recog Lights	Off
3 Inertial Separator	Closed (as req.)
4 Pax Advisory	On
5 Pressurization	Check
6 Clearance	Obtain

## Top of Climb

1 Power	Set
2 Trend Monitor	Completed

## Pre-Descent

1 ATIS	Received
2 Briefing	Completed
3 Fuel Qty	Checked

## Top of Decent

1 Pressurization	Set Field Elev + 500ft
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## Transition

1 Altimeter	Set área QNH
2 Recog Lights	On
3 Inertial Separator	Open (as req.)
4 Pax Advisory	On
5 Pressurization	Check



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## Approch

1 Altimeter	Check QNH
2 Landing Gear	Down < 177 KIAS
3 Flaps	As required < 163 KIAS
4 Landing Lights	On below 10000ft
5 WT Radar	Standby

## Final

1 Runway	Clear
2 Final Approach	100-120 KIAS – 15° Flaps
3 Runway threshold	80-100 KIAS – 30° or 40° Flaps
4 Landing Gear	3 Green
5 Flaps	As required
6 Yaw Damper	Off

## After Landing

1 Condition Lever	Ground Idle
2 Trims	Reset to Green
3 Flaps	Up
4 Windshield Heat	Off
5 Probes	Off
6 Strobes	Off
7 Landing/Recog Lights	Off



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## Shut-Down

1 Parking Brake	On
2 Avionics 1 & 2	Off
3 Gen 2 then Gen 1	Off
4 ECS	Off
5 Condition Lever	Cut-Off
6 Oxygen Lever	Off
7 EPS	Off
8 Battert Master	Off <10% Ng

## Recomended Airspeeds:

<b>V<sub>MO</sub></b> ( Maximum Operating)	<b>240 KIAS</b>
<b>V<sub>NE</sub></b> (Never Exceed)	<b>236 KIAS</b>
<b>V<sub>D</sub></b> (Maximum Diving Speed)	<b>280 KIAS</b>
<b>V<sub>RE</sub></b> (Rotation)	<b>80 KIAS</b>
<b>V<sub>X</sub></b> (Best Angle of Climb)	<b>110 KIAS</b>
<b>V<sub>Y</sub></b> (Best Rate of Climb)	<b>120 KIAS</b>
<b>V<sub>CLIMB</sub></b> (Climb Airspeeds)	
<b>0'</b>	<b>160 KIAS</b>
<b>15,000'</b>	<b>150 KIAS</b>
<b>20,000'</b>	<b>140 KIAS</b>
<b>25,000'</b>	<b>130 KIAS</b>
<b>30,000'</b>	<b>115 KIAS</b>
<b>V<sub>A</sub></b> (Design Maneuvering)	<b>158 KIAS</b>
<b>V<sub>FE</sub></b> (Maximum 15° flaps)	<b>163 KIAS</b>
<b>V<sub>LE</sub></b> (Maximum Gear Extended)	<b>236 KIAS</b>
<b>V<sub>LO</sub></b> (Maximum Gear Operating)	<b>177 KIAS</b>
<b>V<sub>SI</sub></b> (Stall, Clean)	<b>86 KIAS</b>
<b>V<sub>SO</sub></b> (Stall, Landing Cofiguration)	<b>60 KIAS</b>



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## Flight Guide

- 1- Set condition lever to Flight Idle positions for take-off.
- 2- Use 15° flaps for normal take-off.
- 3- Smoothly increase power to full.
- 4- Rotate at ~80 KIAS.
- 5- Raise landing gear when off ground.
- 6- Retract flaps when airspeed > 100 KIAS.
- 7- Set climb to 1700-1800 fpm
- 8- Keep full power until airspeed ~150 KIAS.
- 9- At ~150 KIAS decrease power to ~36.9 psi of torque at this power setting climb speed should be 160-170 KIAS. Climb at this speed up to 15,000 ft and then decrease airspeed 10 knots for each next higher 5000 ft change.
- 10- Level off at desired altitude and adjust power – remember to keep under the maximum cruise speed of 270 KTAS, at the maximum.
- 11- Before starting descent bring power back to allow airspeed to decrease to a point where the descent will not exceed recommended speeds.
- 12- Lower landing gear 10-20 nm before destination.
- 13- Maintain 100-120 KIAs on approach with 15° flaps.
  - a. **Note:** be aware on approach and landing that the flaps on this aircraft produce a lot of drag that can slow the aircraft considerably. You do not want to be at 80 knots or less when applying 40° flaps unless you have altitude for a stall recovery.
- 14- Set airspeed to 80-90 knots on short final with 40° flaps.
  - a. **Note:** normally you want to keep the power between 13-14 psi torque on short final. If you are at a power setting less than this when you increase flaps to 40° the decrease airspeed may not be compensated in time by a increase in power owing to the few seconds delay in turbine spool-up time.
- 15- Aim to be at 80-90 KIAS over runway threshold.
- 16- Bring power back to 0 and flair.
- 17- Use reverse thrusters on ground to slow if necessary.
- 18- Set condition lever to Ground Idle.
- 19- Taxi to destination spot, shut aircraft down.