



DEPARTAMENTO "SEGURIDAD OPERACIONAL"  
 "SUBDEPARTAMENTO "LICENCIAS"

**"PILATUS PC-12 NG (PC12)"**

**"N871DG"**

**A.- OPERATING LIMITATION**

**1.- Limitation Speed (KIAS)**

Vo	<b>163</b>
Vmo	<b>240</b>
Vfe Take-Off Conf (15°)	<b>165</b>
Vfe Landing Conf	<b>130</b>
Vlo Extension	<b>180</b>
Vlo Retraction	<b>180</b>
Vle	<b>240</b>
Vs (idle) 0° Flaps no ice	<b>93</b>
Vs (idle) 15° Flaps no ice	<b>76</b>
Vx	<b>123</b>
Vy 0° Flaps	<b>130</b>
Vapp (Flaps DN 40°)	<b>85</b>
Glide Speed (6400 lbs)	<b>95</b>
Max Cross Wind (Flaps	<b>15</b>

**3.- Weight (LBS)**

Maximum RAMP	<b>10.495</b>
Maximum TAKE-OFF	<b>10.450</b>
Maximum LANDING	<b>9.921</b>
Maximum Zero fuel Weight	<b>9.039</b>
Baggage	<b>400</b>

**4.- Engine (Maximum Continuous Power)**

<b>Engine Operating Limitations</b>	
Reason SHP	<b>1200</b>
Maximum RPM 100% Np	<b>1700</b>
<b>Oil Pressure (PSI)</b>	
Maximum	<b>135</b>
Minimum	<b>60</b>
<b>Oil Temperature (°C)</b>	
Maximum	<b>110</b>
Minimum	<b>10</b>

**2.- Fuel (U.S. GAL)**

Type to Use	<b>JET A-1</b>
Total Capacity	<b>406.8</b>
Usable Capacity	<b>402</b>
Max Fuel Imbalance	<b>26.4</b>
<b>Fuel Pressure (PSI)</b>	
Maximum	<b>43</b>
Minimum	<b>2</b>

**5.- Starter Limitation If Ng ≤ 30%**

<b>1 Sequence</b>	<b>60 seg</b>	<b>OFF</b>
<b>2 Sequence</b>	<b>60 seg</b>	<b>OFF</b>
<b>3 Sequence</b>	<b>30 min</b>	<b>OFF</b>

## **B.- EMERGENCIES PROCEDURES**

### **1.- REJECTED TAKE OFF**

Pcl	<b>IDLE</b>
Reverse	<b>AS REQUIRED</b>
Braking	<b>AS REQUIRED</b>

### **2.- ENG. FAILURE BEFORE ROTATION**

Pcl	<b>IDLE</b>
Braking	<b>AS REQUIRED</b>
Condition Lever	<b>CUT-OFF/FEATHER</b>
Fuel emerg. Shut off	<b>PRESS LATCH DOWN AND PULL LEVER UP</b>
Master Pwr Swt	<b>EMERG. OFF</b>

### **3.- ENG. FAILURE AFTER ROTATION**

Landing Gear	<b>UP (DOWN if landing site allows)</b>
Flaps	<b>40°</b>
Final App Speed	<b>88 KIAS (flaps 40°)</b>
Pcl	<b>IDLE</b>
Condition Lever	<b>CUT-OFF/FEATHER</b>
Fuel Emerg Shut Off	<b>PRESS LATCH DOWN AND PULL LEVER UP</b>
Master Pwr Swt	<b>EMERG. OFF</b>

#### 4.- ENG. FAILURE IN FLIGHT (TOTAL POWER LOSS)

Auto Pilot	<b>92 KIAS (6400 lbs)</b>
Pcl	<b>IDLE</b>
Condition Lever	<b>CUT-OFF/FEATHER</b>
Aircraft	<b>PROCEED TO NEAREST AIRFIELD</b>
Remaining Fuel	<b>CHECK</b>
Aircraft	<b>CARRY OUT AIR START</b>
<b>if cabin altitud is above 10.000 ft</b>	
Aircraft	<b>MAKE EMERG. DESCENT</b>

#### 5.- EMERGENCY DESCENT (MAX. RATE DESCENT)

Pcl	<b>IDLE</b>
Landing Gear	<b>DOWN (below 180 kias)</b>
Aircraft Speed	<b>Vmo</b>
All Occupants	<b>CHECK BELTS FASTENED</b>
Oxygen Mask	<b>PREPARE PUT ON BEFORE CABIN ALTITUD EXCEEDS 10.000 FT</b>

**6.- EMERGENCY LANDING (glide distance and speed)**

LANDING GEAR **UP**

FLAPS **0°**

CONDITION LEVER **CUT-OFF/FEATHER**

BEST GLIDE SPEED **92 KIAS (6400 LBS)**