

This Data Sheet which is a part of **Type Certificate No. F 56 – 10** prescribes conditions and limitations under which the product for which the Type Certification was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Pilatus Aircraft Ltd.
CH - 6370 Stans
SWITZERLAND

1. Data Pertinent to the Particular Models

1.1 Models: **PC-6** Approved: December 1, 1959
PC-6-H1 Approved: December 10, 1963
PC-6-H2 Approved: August 26, 1964

- Engine: LYCOMING GSO-480-B1A6

- Engine Limits:	HP	RPM	M.P.	Altitude
Take-off	340	3400	48.0	S.L.
Take-off	340	3400	44.5	7900 ft.
Max. Continuous	320	3200	45.5	S.L.
Max. Continuous	320	3200	43.0	8000 ft.

(Straight line manifold pressure variation with altitude shown)

- Propeller and Prop. Limits: HARTZELL, three blades, constant speed, non-feathering

Hub: HC-83 X 20-1B or
HC-A3 X 20-1D

Blades: 9333C-0 to -5
Diameter maximum 93 in.
Diameter minimum 88 in.
(no further reduction permitted)
Pitch setting at 30 in. station:
low 15°, high 36°

- Fuel: 100/130 minimum grade aviation gasoline

- Oil: Straight mineral oil SAE 20 to 50, or Detergent oil according to Lycoming Service Instruction No. 1014, latest issue.

Capacity: 3.5 US-Gal. (+ 1880 mm)

- Equipment required:
 - Carburetor STROMBERG PS-7BD
 - Starter BENDIX 756-22-C
 - Generator BENDIX 30B-24-1-A
 - Fuel pump (engine driven) LEAR ROMEC Mod. RG 9080
 - Fuel booster pump SECONDO MONA DM 217
 - Oil Cooler GALLAY E 6974/3
 - Battery VARLEY 24,19/25 C

1.2 Models: PC-6/350
PC-6/350-H1
PC-6/350-H2

Approved: April 9, 1962

Approved: December 10, 1963

Approved: August 26, 1964

- Engine: LYCOMING IGO-540-A1A
- Engine Limits:

	<u>HP</u>	<u>RPM</u>
Take-off	350	3400 full throttle at S.L.
Max. Continuous	325	3000 full throttle at S.L.
- Propeller and Prop. Limits: HARTZELL three blades, constant speed, feathering
 - Hub: HC-B3Z-30-2B
 - Blades: 9349 + ½
 - Diameter maximum 93.5 in.
 - Diameter minimum 93.5 in.
 - (no reduction permitted)
 - Pitch setting at 30 in. station:
low 15°, high 87°
- Fuel: 100/130 minimum grade aviation gasoline
- Oil: Straight mineral oil SAE 20 to 50, or Detergent oil according to Lycoming Service Instruction No. 1014, latest issue.

Capacity: 3.5 US-Gal. (+ 1880 mm)
- Equipment required:
 - Fuel Injection Unit BENDIX RS 10 ED 2
 - Generator BENDIX 30 B 24-1-A
 - Starter BENDIX 756-22-C
 - Fuel pump (engine driven) LEAR ROMEC Mod. RG 9080
 - Fuel booster pump SECONDO MONA SM 217
 - Oil Cooler GALLAY E 6974/3
 - Battery VARLEY 24.19/25 C.

1.3 Models: PC-6/A

PC-6/A-H1

PC-6/A-H2

Approved: November 26, 1962

Approved: December 10, 1963

Approved: August 26, 1964

- Engine: TURBOMECA ASTAZOU II E or ASTAZOU II G

- Engine Limits:	SHP	RPM	Alt.	Power (%)	EGT Max. (°C)
Take-off (max. 5 min.)	523	43,500	S.L.	100	525
Max. Continuous Starting transient	473	43,500	S.L.	88	500
30 sec.	-	-	-	-	550
less than 3 sec.	-	-	-	-	630

- Propeller and Prop. Limits: RATIER FIGEAC turbine propeller, electrically controllable, feathering and reversing

Hub: FH 76-1-07

Blades: FH 76.207
 Diameter maximum 2.5 m
 Diameter minimum 2.475 m
 (no further reduction permitted)

Pitch setting at 0.875 m station
 Reverse -14° (mechanical stop)
 Starting -1.5°
 Flight minimum +2.5° (electrical stop)
 Feathering +87° (mechanical stop)

- Fuel: Aviation kerosene according to ASTM-D-1655, Jet A or A1 (AIR 3405, TRO) or MIL-T-5624 (JP-4) and ASTM-D-1655, Jet B (AIR 3407, TR4) or MIL-T-5624 (JP-5) (AIR 3404, TR5)

- Oil: Straight mineral turbine oil according to UK Spec. D. Eng. RD 2490 (AIR 3515)

Total system capacity: 8 liters (+ 590 mm)

- Equipment required:
- Starter/Generator AIR EQUIPMENT 84502
 - Oil Cooler GALLAY E 5130 or E 9103
 - Fuel filter ZENITH 204 FZ-A/BC
 - Fuel booster pump BRONZAVIA 14.404 or 14.403
 - 1 Battery SAFT 4000 or 4071 or 4076
 - Battery overtemperature warning system (PILATUS Service Bulletin No. 122)

1.4 Model: PC-6/A1-H2 Approved: February 29, 1968

- Engine: TURBOMECA ASTAZOU XII

- Engine Limits:	SHP	Alt.	O.A.T (°C)	RPM	Power (%)	EGT Max. (°C)
Take-off	573	S.L.	+15	43,000	82	500
Max. Continuous	573	S.L.	+15	43,000	82	480
Starting max. less than 3 sec.	-	-	-	-	-	550 600

Power above 90 % limited to 5 min.

Note: The original engine output of 700 SHP at S.L. is flat rated to 573 SHP by a fuel limiter.
 573 SHP are, therefore, available up to 9000 ft. at ISA condition.

- Propeller and Prop. limits: HAMILTON STANDARD fully reversing and feathering, hydraulically controllable

Hub: 23 LF-351

Blades: 1017 A
 Diameter maximum 102 in.
 Diameter minimum 101.75 in.
 (no further reduction permitted)

Pitch setting at 42 in. station:
 Reverse: -15.6° +/- 0.5°
 Flight Minimum: 0° +0.5° -0°
 Feathering: +79.8° +/- 1°

- Fuel: Aviation kerosene according to ASTM-D-1655, Jet A or A1 (AIR 3405, TRO) or MIL-T-5624 (JP-4) and ASTM-D-1655, Jet B (AIR 3407, TR 4) or MIL-T-5624 (JP-5) (AIR 3404, TR 5)

- Oil: Synthetic Turbine Oil according to MIL-L-7808 (AIR 3513)

Total system capacity: 13 litres (-40 mm)

- Equipment required:
- Starter/Generator LABINAL 2530
 - Fuel booster pump BRONZAVIA 14403 D
 - Fuel filter ZENITH 204 FZ-A/BC
 - Oil Cooler GALLAY E-9103
 - One or two batteries MARATHON MA5 or SAFT 4076
 - Battery overtemperature warning system (PILATUS S.B. No. 122)

1.7 Model: PC-6/B1-H2 Approved: August 6, 1966

- Engine: P&W PT6A-20, PT6A-20A, PT6A-20B, PT6A-6/C20

- Engine Limits:	SHP	Torque (psi)	G.G. RPM	Prop. RPM	ITT (°C)
Take-off and max. continuous up to 21°C at S.L.	550	42.5	38,100 (101.5 %)	2,200 (100 %)	750
Starting (max. 2 sec)	-	-	-	-	1090
Max. reverse	500	42.5	-	-	750

- Propeller and Prop. Limits: HARTZELL three blades, feathering and reversing, constant speed, hydraulically controllable

Hub: HC-B3 TN-3C or D

Blades: T-10173C or CH or T-10178C or CH^{*)}

Diameter maximum	101 in.	101 in.
Diameter minimum	99 in.	99 in.

(no further reduction permitted)

Pitch setting at 30 in. station:

Reverse:	-11.5°	-10.5°	minimum
Feathering:	+85.5°	+85.5°	+/- 1.0°
Flight Minimum:	0°	+ 0.5°	

- Fuel: Aviation kerosene conforming to UACL Specification No. 522 and later revisions.

- Oil: Synthetic Turbine Oil conforming to UACL Service Bulletin No. 1, latest issue.

Total system capacity: 12.5 litres (+ 965 mm)

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- Equipment required:
- Starter/Generator LEAR SIEGLER 23046-001 OR 23081-003/004
 - Propeller governor WOODWARD 210577
 - Overspeed governor WOODWARD 210507
 - Gas generator tachometer GENERAL ELECTRIC 2C M9
 - Torque transmitter THOMAS EDISON 318-00020
 - Fuel auxiliary pump LEAR SIEGLER RG 15980-L
 - Fuel booster pump ADEL 70623-1 or STEINHEIL D 107307
 - Fuel filter ZENITH 204 FZ A/BC or P/N 968.35.21.106
AIR MAZE ^{**)}
 - Oil cooler HARRISON AP 09 AN 13-5
 - One battery SONOTONE MA-5 or SAFT Models 4071 or 4076 or GILL BB 638T or Varta F20/40H1CT
 - Battery overtemperature warning system (PILATUS S.B. No. 122)

^{*)} According to FAA S.T.C. No. SA 545 EA, the aircraft model designation with the T-10178 propeller blades installed is PC-6/B1A-H2.

^{**)} AIR MAZE filter in connection with FCU Bleed Valve only. See S.B. No. 126.

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- Equipment required:
- Starter/Generator LEAR SIEGLER 23046-001 or 23048-001 or 23081-003/004 or GE 2 CM-302 A3
 - Overspeed governor WOODWARD 210507
 - Gas generator tacho-generator GENERAL ELECTRIC 2C M9 or AN2CM9ABZ7
 - Propeller tacho-generator GENERAL ELECTRIC 2C M9 or AN2CM9ABZ7
 - Torque transmitter THOMAS EDISON 318-00020 or Kulite IPTS1DF100070D
 - Fuel auxiliary pump LEAR SIEGLER RG 15980-L or Conelec 6016
 - Fuel booster pump ADEL 70623-1 or STEINHEIL D 107307 or LEAR SIEGLER D107320
 - Fuel filter ZENITH 204 FZ A/BC or P/N 968.35.21.106 (AIR MAZE)
 - Oil cooler HARRISON AP 09 AN 13-5
 - One battery MARATHON MA 5 or SAFT model 4071 or 4076 or GILL BB 638T or Varta F20/40H1CT
 - Battery overtemperature warning system (PILATUS S.B. No. 122)

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1.9 Model: PC-6/B2-H4 Approved: November 20, 1985
 December 8, 1986 (new engine power setting)

- Engine: P&W PT6A-27

- Engine Limits:	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%)	2,420 (110 %)	825
Max. reverse (1 min)	550	47.3	-	-	725

- Propeller and Prop. Limits: HARTZELL three blades, feathering and reversing, constant speed, hydraulically controllable

Hub: HC-B3TN-3D

Blades: T-10178C or CH modified acc. to drawing
 190.02.01.124 or T-10178CR
 Diameter maximum 101 in.
 Diameter minimum 99 in
 (no further reduction permitted)

Pitch setting at 30 in. station:
 Reverse: -10.5° minimum
 Feathering: +85.5° +/- 0.5°
 Flight minimum: + 0.5°

- Fuel: Aviation kerosene conforming to UACL Service Bulletin No. 1244, latest issue.

- Oil: Synthetic Turbine Oil conforming to UACL Service Bulletin No. 1001, latest issue.
 Total system capacity. 12.5 litres (+ 965 mm)

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- Equipment required:
 - Starter/Generator LEAR SIEGLER 23046-001 or 23048-001 or 23081-003/004 or GE 2 CM-302 A3
 - Overspeed governor WOODWARD 210507
 - Gas generator tacho-generator GENERAL ELECTRIC 2C M9 or AN2CM917BZ7
 - Propeller tacho-generator GENERAL ELECTRIC 2C M9 or AN2CM9ABZ7
 - Torque transmitter THOMAS EDISON 318-00020 or Kulite IPT S1DF100070D
 - Fuel auxiliary pump LEAR SIEGLER RG 15980-L or Conelec 6016
 - Fuel booster pump ADEL 70623-1 or STEINHEIL D 107307 or LEAR SIEGLER D 107320
 - Fuel filter ZENITH 204 FZ A/BC or P/N 968.35.21.106 (AIR MAZE)
 - Oil cooler HARRISON AP 09 AN 13-5
 - One battery MARATHON MA 5 or SAFT model 4071 or 4076 or GILL BB 638T or Varta F20/40H1CT
 - Battery overtemperature warning system (PILATUS S.B. No. 122).
 - Stabilizer Trim Actuator ELECTRO MECH EM 483

- Wing tip color: the color of the composite wing tips must not exceed a solar absorptivity of 0.6

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1.10 Model: PC-6/C-H2

Approved: December 1, 1966

- Engine:

AIRESEARCH TPE 331-25D

- Engine Limits:

	SHP	Torque (psi)	RPM	EGT (°C)
Take-off (max. 5 min.)	575	57.7	41,730 (100 %)	571
Max. continuous	500	51.7	41,730 (100 %)	535
Absolute maximum (max. 5 sec.)	-	-	43,820 (105 %)	-
Starting (max. 10 sec)	-	-		815 (max. 1 sec)

- Propeller and
Prop. Limits:

HARTZELL three blades, feathering and reversing, constant speed, hydraulically controllable

Hub: HC-B3TN-5C

Blades: T-10178C or CH
Diameter maximum 101 in.
Diameter minimum 99 in.
(no further reduction permitted)

Pitch setting at 30 in. station:

Reverse: -9.5° +/- 0.5°
Feathering: + 87° +/- 1.0°
Start: + 2° +/- 0.3°
Flight minimum: + 5° +/- 0.3°

- Fuel:

Turbine Fuels as specified in GARRETT Service Information Letter P 331-25.

- Oil:

Synthetic Turbine Oils conforming to MIL-L-7808 D or MIL-L-7808 F or MIL-L-23699A as listed in GARRETT document No. OE-5025.
Total system capacity: 11 liters (+ 390 mm)

- Equipment required:

- Starter/Generator LEAR SIEGLER 23046-007 or GE 2 CM-302 A3
- Unfeathering pump WELDON TOOL A 4033 A
- Torque transmitter THOMAS EDISON 318-100
- Fuel auxiliary pump LEAR SIEGLER RG 24010-A
- Fuel booster pump ADEL 70623-1 or STEINHEIL D 107307
- Fuel filter ROCKWELL OW 06 1042
- Oil cooler HARRISON AP 14 AN 09-01
- One or two batteries SONOTONE MA-5 or SAFT model 7071 or 7076
- Battery overtemperature warning system (PILATUS S.B. No. 122).

1.11 Model: PC-6/C1-H2 Approved: July 15, 1970

- Engine: AIRESEARCH TPE 331-1-100

- Engine Limits:	SHP	Torque (psi)	RPM	EGT (°C) (2)
Take-off and max. continuous at S.L. (1)	576	53.2	41,730 (100 %)	561
Absolute maximum (max. 5. sec.)	-	-	43,816 (105 %)	-
Max. cruise	550	51.2	41,730	534
Starting (max. 10 sec)	-	-	-	815
				(max. 1 sec)

Note 1: This power is limited to 5 min. except in an emergency.

Note 2: At OAT 27°C EGT varies with OAT as shown on cockpit placard.

- Propeller and
Prop. Limits: HARTZELL three blades, feathering and reversing, constant speed,
hydraulically controllable

Hub: HC-B3TN-5C

Blades: T-10178 C or CH
Diameter maximum 101 in.
Diameter minimum 99 in.
(no further reduction permitted)

Pitch setting at 30 in. station:

Reverse	- 9.5°	+/-0.5°
Feathering	+ 87°	+/-1.0°
Start	+ 2°	+/-0.3°
Flight minimum	+ 5°	+/-0.3°

- Fuel: Turbine Fuels as specified in GARRETT Service
Information Letter P 331-25.

- Oil: Synthetic Turbine Oils conforming to MIL-L-7808 D or MIL-L-7808 F or
MIL-L-23699A as listed in GARRETT document No. OE-5025.
Total system capacity: 11 liters (+ 390 mm)

- Equipment required:
 - Starter/Generator LEAR SIEGLER 23046-007 or GE 2 CM-302 A3
 - Unfeathering pump WELDON TOOL A 4033 A
 - Torque transmitter THOMAS EDISON 318-100
 - Fuel auxiliary pump LEAR SIEGLER RG 24010-A
 - Fuel booster pump ADEL 70623-1 or STEINHEIL D 107307
 - Fuel filter ROCKWELL OW 06 1042
 - Oil cooler HARRISON AP 14 AN 09-01
 - One or two batteries SONOTONE MA-5 or SAFT model 7071
or 7076
 - Battery overtemperature warning system
(PILATUS S.B. No. 122).

2. Data Pertinent to all Models

2.1 Airworthiness Requirements and Categories

The aircraft comply with the US Civil Air Regulations, Part 3 of the 15th May 1956, Category „Normal“, incl. Amd. 3-1 to 3-5; the turbine engined models in addition comply with the „Special Conditions“, notified by letters FAA to the Swiss Federal Air Office, dated Nov. 14, 1962 resp. Jan. 4, 1967.

2.2 Technical Data

2.21 Distinctive Features

Single-engined, strut-braced high-wing plane, all-metal construction, with fixed main and tail landing gear.

2.22 Principal Dimensions

	all models except B2-H4	B2-H4
- Wing span	15.2 m	15.87 m
- Length	10.9 m	10.9 m
- Height (static)	3.2 m	3.2 m
- Chord length	1.9 m	1.9 m
- Wing area	28.5 m ²	30.15 m ²
- Airfoil	NACA 64-514, constant over span	NACA 64-514, constant over span

2.23 Fuel Capacity

PC-6 and PC-6/350 Series (Piston Engines)	PC-6/A, /B and /C Series (Turbine Engines)
<u>Total Capacity:</u> 105 or 127 US-Gal. (2 tanks of 52.5 or 63.5 US-Gal. at + 3790 mm)	<u>Total Capacity:</u> 130 or 173 US-Gal. (2 tanks of 63.5 or 85 US-Gal. at + 3790 mm, 1 booster pump tank of 3 US-Gal. at + 5820 mm)
<u>Usable Capacity:</u> 104 or 126 US-Gal. (2 tanks of 52 or 63 US-Gal. at + 3790 mm)	<u>Usable Capacity:</u> 128 or 170 US-Gal. (2 tanks of 62.5 or 83.5 US-Gal. at + 3790 mm, 1 booster pump tank of 3 US-Gal. at + 5820)

2.3 Airspeed Limits (in conformity with CAR 3)

	all models except B2-H4		B2-H4	
	Knots	km/h	Knots	km/h
- Never exceed	151	280	151	280
- Maximal structural cruising	118	219	119	220
- Maneuvering	106	197	119	220
- Flaps extended	82	151	95	176

2.4 Weight and Balance Limitations

2.41 Maximum Gross Weight

Model	Gross Weight	
Without Index "H"	1960 kg	(4322 lbs)
With Index "H1"	2016 kg	(4444 lbs)
With Index "H2"	2200 kg	(4850 lbs)
With Index "H4"	2800 kg	(6173 lbs)

2.42 Maximum Landing Weight

All models except B2-H4	equal to max. Gross Weight
B2-H4	2660 kg (5864 lbs)

2.43 Empty Weight

Center of Gravity:	NIL
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2.44 Operating Center of Gravity

All models except PC-6/B2-H4:	3475 to 3646 mm at 2200 kg (25 % - 34 % MAC) 3209 to 3646 mm at 1450 kg (11 % - 34 % MAC)
PC-6/B2-H4	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.

2.45 Datum 3 m in front of vertical tangent to the wing leading edge.

2.46 Leveling Means T-rails on the cabin floor horizontal;
leveling marks on each side of the fuselage.

2.5 Cabin Load Limits

2.5.1 Number of Seats

normal 8, with single seats
(2 at + 3050 mm, 2 at 3850 mm,
2 at + 4570 mm, 2 at + 5280 mm)

maximum 11, with 3 benches (triple seats)
(1 at + 3850 mm, 1 at + 4570 mm, 1 at + 5280 mm)

6 single seats may be stowed behind the cabin,
accessible through a door on fuselage right hand side
(27 kp at +6630 mm)

2.5.2 Freight/Baggage

After removing of the seats or benches respectively,
the entire cabin may be used as freight space.
Max. floor loading 488 kp/m²
Max. loading of the trap doors 300kp

2.6 Control Surface Movements

- Elevator	Up	30° +/- 1°	Down	25°	+/- 1°
Flettner tab	Down	57° +/- 2°	Up	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°
Flettner tab	Down	20° +/- 1°	Up	13.5°	+/- 1°
Trim tab (R.H.)	Up	20° +/- 2°	Down 18°, Neutral up 2°		
- Landing flaps	Up	0°	Landing pos.	38°	+/- 2° ^{*)}
			Take-off pos.	28°	+/- 2°

*) Landing position 45° permitted for S/N up to 522, for "H2" and "H4" versions: 38°.

Note: Flettner tabs on aileron and elevator, and aileron trim tabs are optional; if not installed, fixed tabs on elevator (up 36°) and aileron (neutral) are mandatory.

For „H4“ on elevator one flettner tab (set to 0°) and two fixed trim tabs (set 10° up) are mandatory.

2.7 Max. Operating Altitude 25,000 ft

2.8 Maneuvering Load Factors

	Model Designation			
	Without Index „H“	With Index „H1“	With Index „H2“	With Index „H4“
Max. positive	+ 3.8	+ 3.8	+ 3.72	+ 3.58
Max. negative	- 1.9	- 1.9	- 1.49	- 1.43

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2.9 Equipment

2.91 Electrical Equipment

- (a) Reverse current relay AN 3025-1
- (b) 3 Navigation lights
- (c) 2 Cabin lights
- (d) 2 Rotating beacon lights, one above and one below the fuselage ^{*)}
- (e) Landing lights, retractable in wing, GRIMES G-3600A4 (A5) ^{*})
- (f) Instrument lights GRIMES A-8990-ER-Y-328 (Post Light) and/or B-6622 and B-6610 (Eye Brows)
 - ^{*)} Mandatory if night flying required

2.92 Landing Gear

- (a) Main landing gear oleo struts P/N 6401.14 or P/N 114.35.06.090
- (b) Main landing gear wheels GOODYEAR / DUNLOP 24 x 7 in. with GOODYEAR / DUNLOP tires GA 284, 24 x 7 (2 x 16 kp at + 2649 mm), or oversize main wheels 11.00 x 12 in. with GOODYEAR / DUNLOP tires 11.00 x 12 in. (2 x 24 kp at + 2649 mm)
- (c) Brakes GOODYEAR P/N E-21029 (single piston) (2 x 3.5 kp at + 2720 mm), or brakes GOODYEAR P/N 9543946 (double piston) (2 x 3.6 kp at + 2720 mm)
- (d) Tail landing gear P/N 6403.66 with GOODYEAR / DUNLOP wheel 512 129 with tire 5.00-4 (all models „H2“ and „H4“) or tail landing gear P/N 6403.10 (for models other than „H2“ and „H4“ permitted)
- (e) Oleo/pneumatic strut P/N 114.45.06.023 or 114.45.06.044 mandatory for „H4“ tail landing gear.

2.93 Cabin

- (a) Double door on the right hand side, or sliding door on the right hand side
- (b) Double door on the left hand side, or emergency exit in window on the left hand side
- (c) Cockpit doors on the right and left hand sides (optional) (mandatory for „H4“ model)
- (d) Pilot's seat with safety belts P/N 6221.10 (fixed), or 112.50.06.750/751
- (e) Co-pilot's seat P/N 6222.30 or 112.50.06.760/761 with safety belts (4.5 kp at + 3050 mm), or Co-pilot's seat P/N 112.50.06.321 or 112.50.06.522 (de luxe) with safety belts (7.5 kp at + 3050 mm)
- (f) 6 passenger seats P/N 112.50.06.139/140 or 112.50.06.335/336, with safety belts, 3 left and 3 right, 4.5 kp each (distance according to para 2.51) or 6 passenger seats P/N 112.50.06.017/018 or 112.50.06.331/332 (de luxe) with safety belts, 3 left and 3 right, 7.5 each (distance according to para. 2.51) or 3 benches with safety belts P/N 6222.45 (PILATUS Service Bulletin No. 60), 12 kp each, or P/N 112.50.06.135, 13 kp each (distance according to para. 2.51)

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- (g) Standard shoulder harness for pilot and co-pilot according to Dwg. 6266.119 (0.8 kp each at + 3350 mm), or shoulder harness system type PACIFIC 2 B2 SA 2X – 15 for pilot and co-pilot according to Dwg. 6266.182 (0.5 kp each at + 3350 mm), or P/N 112.50.06.500/501 (with locking device) (0.6 kp each)
- (h) Shoulder harness and head support Dwg. No. 112.50.06.442 (0.7 kp each at + 3400 mm)
- (i) Clogged fuel filter warning light (turbine engined models only)
- (k) Sliding door on the left hand side in accordance to FAA STC SA 743EA.
- (l) Direct vision window in windshield or in pilot door window.

2.94 Flight Aids

- (a) Electrical stall warning system, type Safe Flight 1-02-0005 No. 164 (Transmitter) and C-73113 (Buzzer)
- (b) Pitot tube with heating, AN 5812-1.

2.95 Radio Equipment (optional)

- 01 Radio equipment, listed in the Swiss Federal Office for Civil Aviation TM 400.
- 02 Navigation aids for spraying and supply dropping:
 - a) DECCA NAVIGATOR Mk. 8A (23.9 kp at + 4837 mm)
 - b) DECCA HI-FIX (18.0 kp at + 4871 mm)
 - c) DECCA NAVIGATOR Mk. 8A and DECCA HI-FIX paras (a) plus (b) above (32.2 kp at + 2040 mm)
 - d) DECCA DOPPLER RADAR, type 72, and GYROSIN Compass CL 11 (47.7 kp at + 400 mm)
 - e) Radio Altimeter SR 54 A (7.7 kp at + 2550 mm)
 - f) DECCA AGRI-FIX (6.5 kp at + 5250 mm)
 - g) Radio altimeter TRT AHV-8.

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2.96 Optional Equipment

	(kp)	(mm)	AFM Suppl. No. required
- 01 Dual control according to Dwgs. 6232.246 and .248	5.3	+ 2650	
- 02 Seat stowing device behind frame 6, with door on the right hand side of the fuselage, according to Dwg. 6266.66/65 (S.B. No. 47)	5.0	+ 6630	
- 03 Electrical flap control according to Service Bulletin No. 95 (plus-difference)	6.4	+ 4780	1421
- 04 a) Electrically operated horizontal stabilizer system Dwg. 119.40.06.386 (plus difference). (Not valid for PC-6/B2-H4)	0.7	+ 4000	1527
- b) Two motor trim actuator system			1829
- 05 Rotostat in horizontal stabilizer control, Dwg. V-14991 (S.B. No. 106)	negligible		
- 06 Trap doors and control Dwg. No. 112.40.06.70/71 (plus difference, i.e. blind cover deducted)	1.5	+ 3000	
- 07 a) Ski installation 6406.10 consisting of:			
- main and tail skis and operating cylinders	72.0	+ 3030	1320
- hydraulic system (fixed)	14.5	+ 2580	
b) Ski installation 114.50.06.112 H4 as detailed in AFM Supplement			1825
- 08 2 stretchers with supports Dwg. 6266.47	30.0	+ 4500	
- 09 Brackets for stretcher support attachment Dwg. 119.72.06.007	0.9	+ 4500	
- 10 Stretcher support assembly Dwg. 119.72.06.038	3.8	+ 4500	
- 11 Oxygen installation (SCOTT 8500) Dwg. 119.55.06.186/187, consisting of:			
- fixed installation	5.0	+ 3500	
- 2 oxygen cylinders, charged	24.0	+ 5800	
- 12 De-Luxe cabin ventilating system Dwg. 112.55.06.106	7.5	+ 5653	

- 13	Fittings and reinforcement on the fuselage for float attachment:					
-	for long front struts, Dwg. 6201.860	7.0	+ 4400			
-	for short front struts, Dwg. 112.35.06.363	10.5	+ 3820			
- 14	Floats					
-	EDO 58.4580, total weight	256	-	1140		
	net weight	146	+ 3480 or	1141-1		
-	EDO 679-4930, total wt. (short front strut)	278	-	1141-1		
	net weight	164	+ 3567			
- 15	Tail wheel debris guard, Dwg. 112.35.06.213	2.7	+ 9850			
- 16	Dirt scrapers on main wheels 11.00 x 12, Dwg. 114.35.06.035/036	5.0	+ 2900			
	Total:					
- 17	Fiberglass laminate on wings and tail plane noses:					
-	on wings					
	Total:	6.8	+ 3100			
-	on horizontal stabilizer	2.0	+ 9300			
-	on vertical fin	0.5	+ 8700i			
- 18	Fuel ferry tank installation in the cabin (3 x 200 liters) with fuel transfer installation, Dwg. 6266.141	98.0	+ 4500	1104		
- 19	Fuel ferry tank installation in the cabin (200 liters) with fuel transfer installation, Dwg. V-43593	21.0	+ 5500	1490 1860		
- 20	Fuel under wing tank installation,					
	Dwg. 115.55.06.065/066 (2 x 49 US-Gal.)	55.0	+ 3420	1347-1	1826	
	Dwg. 115.55.06.210 (2 x 63 US-Gal.)	60.0	+ 3420	1347-2	1826-1	
	Dwg. 115.55.06.321/322 (2 x 64 US-Gal.)			1347-3/4		
- 21	Installation for parachutist's operation as detailed in AFM Supplement			1186 1824		
- 22	Agricultural equipment as detailed in AFM Supplement			1143-2 1861		
- 23	Engine air intake filter system, model Mk 3B	6.2	+50	1422		
- 24	Aileron trim system	1.5	+ 3300	1424		
	mechanical			1849		
	electrical					

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- 25 a) Propeller De-icing system Goodrich No.7E 1297	3.5	+ 160	1504
b) Hot-Prop			1914
- 26 Basic equipment for target sack winch	5.0	+ 2580	
- fittings 112.35.06.388			
- electrical power supply installation, Dwg. 110.36.06.147			
- protective plates attachment points on fuselage belly, Dwg. 119.99.06.105			
- 27 Target sack winch as detailed in AFM Suppl.	310.0	+ 1248	1511-1
- 28 PT6A-20B Engine control system for quiet operation (PILATUS Service Bulletin No. 121)			1526 1526-1
- 29 Autopilot	11.5	+ 3304	1524-1
- 30 Basic equipment for Zeiss RMK 21/23 aerial camera installation:	5.0	+ 2580	
- fittings 112.35.06.388 for camera adapter			
- drain collector tube, Dwg. V1 8961			
- electrical power supply installation, Dwg. 110.36.06.147			
- 31 Zeiss RMK 21/23 aerial camera installation, Dwg. V0 8930	148.0	+ 4080	
- 32 Fittings for hand camera suspension in cabin l. and r., Dwg. V0 8930		negligible	
- 33 External store hard points (PIL. S.B. No. 43)			
- one suspension point on each wing	7.5	+ 3420	
- two suspension points on each wing	15.0	+ 3420	
- 34 Engine compressor wash ring (PILATUS Service Bulletin No. 94)	0.8	+ 880	
- 35 Tow coupling assembly	3.3	+ 8500	1627
- 36 Fire fighting installation (water tank 211 US-Gal. – 800 litres, Dwg. 119.70.06.712)	45.0	+ 4207	1653 1862
- 37 Windshield curtains	0.5	+ 3050	
- 38 Rudder trim electrical			1848

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3. Documents

3.1 Flight Manuals

Swiss Federal Office for Civil Aviation approved Flight Manual as listed in the following table with appendix for actual weight and balance included.

Model	PC-6	PC-6-H1	PC-6-H2
Report No.	902	902-1	902-2
Model	PC-6/350	PC-6/350-H1	PC-6/350-H2
Report No.	920	920-1	920-2
Model	PC-6/A	PC-6/A-H1	PC-6/A-H2
Report No.	921	921-1	921-2
Model	PC-6/A1-H2	PC-6/A2-H2	-
Report No.	1229	1381	
Model	PC-6/B-H2	PC-6/B1-H2	PC-6/B2-H2 (up to S/N 824)
Report No.	1072	1072-1	1072-2
Model	-	-	PC-6/B2-H2 (from S/N 825)
Report No.			1791
Model	-	-	PC-6/B2-H4 (up to S/N 824)
Report No.			1072-20
Model	-	-	PC-6/B2-H4 (from S/N 825)
Report No.			1820
Model	PC-6/C-H2	PC-6/C1-H2	-
Report No.	1161	1161-1	

3.2 Flight Manual Supplements

Swiss FOCA approved Supplements as listed in the following table:

Report No.	Applicable for PORTER Model	Subject	Operating Category
1029	PC-6/350-H1	Seaplane with floats EDO 39-4000	Normal
1140	PC-6-H2 PC-6/350-H2	Seaplane with floats EDO 58-4580	Normal

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1141-1	PC-6/A-H2 PC-6/B-H2	Seaplane with floats EDO 58-4580 or EDO 679-4930	Normal
1104	PC-6/B1-H2 PC-6/B2-H2 PC-6/C -H2	Fuel ferry tank installation (barrels in cabin) 568 ltrs.	Restricted CAM 8 while in overweight
1143.2	PC-6/C1-H2	Agriculture version	Restricted CAM 8
1186	All models except PC-6/C1-H2 and PC-6/B2-H4	Cabin doors removed, sliding door/hatch door open (parachuting)	Normal
1186-1	PC-6/C1-H2		
1242	All models „H2“ except PC-6/B2-H2	Wing fuel tanks 644 ltrs.	Normal
1320	All models except H4	Ski operation	Normal
1347-1 1347-2 1347-3	All models „H2“ up to S/N 824	Underwing tanks 372 ltrs. 477 ltrs. 487 ltrs.	Restricted CAM 8 while in overweight
1347-4	PC-6/B2-H2 applicable from S/N 825	Underwing tanks 487 ltrs.	
1421	All models except H4 (Standard for H4)	Electrically operated landing flaps	Normal
1422	PC-6/B1-H2 PC-6/B2-H2	Engine Air Intake Filter Mk. 3B	Normal
1424	All models	Aileron Trim System mechanical	Normal
1490	All TURBO PORTER models except H4	Fuel ferry tank V-43593 (190 ltr. in cabin)	Restricted CAM 8 while in overweight
1504	PC-6/B and C series up to S/N 824	Propeller de-icing system	Normal
1511-1	All models	Target sack winch	Normal
1524-1	PC-6/A,B and C series except H4	Autopilot	Normal
1526	PC-6/B2-H2	Operation with Q-STOL engine control system (noise abatement procedure)	Normal
1526-1	PC-6/B2-H2		
1527	PC-6/B1-H2 PC-6/B2-H2 up to S/N 824	Electrical Stabilizer Trim System	Normal
1527-1	PC-6/B2-H2 from S/N 825		
1568	All TURBO PORTER models (except „H4“)	Operation with aircraft in overweight condition	Restricted CAM 8 while in overweight
1597	PC-6/B Series	Aircraft Rocket Engine	Normal
1627	All TURBO PORTER models	Sailplane towing	Normal
1653	All TURBO PORTER models except H4	Fire Fighting	Restricted CAM 8 while in overweight

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1654	All TURBO PORTER models except H4	Spray Equipment	Restricted CAM 8 while in overweight
1804	all PC-6	Weather Radar King KWX 56	Normal
1812	all PC-6	RNAV King KNS 81	Normal
1813	all PC-6	RNAV and TACAN King KNS 81	Normal
1824	PC-6/B2-H4	Cabin doors removed, sliding door/hatch door open (parachuting)	Normal
1825 ^{*)}	PC-6/B2-H4	Ski operation	Normal
1826	PC-6/B2-H4 up to S/N 824	Underwing tanks 372 ltrs. 477 ltrs. 487 ltrs.	Normal
1826-1	PC-6/B2-H4 from S/N 825		
1829	PC-6/B1-H2 PC-6/B2-H2	Electrical Stabilizer Trim System (two motor drive actuator)	Normal
1846	all PC-6	Weather Radar Bendix RDS-82	Normal
1848	all PC-6	Rudder Trim System electrical	Normal
1849	all PC-6	Aileron Trim System electrical	Normal
1850	PC-6/B2-H4	Emergency Battery System	Normal
1859	PC-6/B2-H4	Fuel ferry tanks installation (barrels in cabin) 568 ltrs.	Restricted CAM 8 (due to fuel in cabin)
1860	PC-6/B2-H4	Fuel ferry tank V-43593 190 ltrs. in cabin	Restricted CAM 8 (due to fuel in cabin)
1861	PC-6/B2-H4	Agricultural equipment	Restricted CAM 8 (max. zero fuel weight exceeded)
1862	PC-6/B2-H4	Fire Fighting	Restricted CAM 8 (max. zero fuel weight exceeded)
1887	PC-6/B2-H4	Q-Operation	Normal
1898	PC-6/B2-H4	Micronair Underwing Spray Pod System	Restricted CAM 8 (due to agricultural approved equipment)
1904	PC-6/B2-H4	Air Intake Filter System	Normal
1905	all PC-6	Omega/VLF Nav. System Global GNS-500A 5.4	Normal
1906	all PC-6	Color Weather Radar Bendix RDS-84	Normal
1913	all PC-6	Remote Computer Unit Bendix IU-2023B	Normal
1914	all PC-6 from S/N 825	Propeller De-Icing System (HOT-PROP)	Normal
1915	PC-6/B2-H4	Camera Assy (Floor Hatch)	Normal
1948	PC-6/B2-H4	Reduced Noise Operation (Adjustable Propeller Lever)	Normal
01988	all PC-6	GPS System TNL-2000	Normal
02043	all PC-6	GPS Nav System KLN 90	Normal

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02048	all PC-6	Emergency Fuel Control (MOR)	Normal
02057	all PC-6	GPS Nav System KLN 90A	Normal
02090	all PC-6	Onboard Oxygen System I	Normal
02098	all PC-6	Color Weather Radar RDR 2000	Normal
02101	all PC-6	GPS Nav System KLN 90B	Normal
02105	all PC-6	Onboard Oxygen System II	Normal
02174	PC-6/B1-H2, B2-H2 & B2-H4	De-Icing System for FAA STC 4-Blade Propeller	Normal
02186	all PC-6	KLN 90B B-RNAV (RNP-5) GPS Nav System	Normal
02207	all PC-6	Horizontal Stabilizer Trim Warning System	Normal

*) Operation with Skis prohibited when Underwing Tanks are installed.

3.3 Maintenance Documents

PC-6 Service Manual (up to –H2 models)

PC-6 Maintenance Manual Doc. No. 01975 (for –H4 model)

4.0 Notes

NOTE 1. Manufacturer Serial Numbers (MSN) 2001 thru 2092 were manufactured by Fairchild Republic Company (also identified as Fairchild Industries, Fairchild Heli Porter and Fairchild-Hiller Corporation) in the United States of America under a license agreement and are covered by this Type Certificate No. TC F56-10.

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