

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. **Clearance:**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 and Ng:**Monitored
6. **Engine Instruments:**Checked
7. **Gen 1 then Gen 2:**On
8. **Inverter:**Batt or Gen
9. **Avionics 1 and 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:**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

Line Up:

1. **Taxi/Ldg + 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. **Yaw Damper:**On
3. **Taxi/Landing Lights:**Off
4. **Flaps >100 KIAS:**Up
5. **Climb 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 Descent:

1. **Pressurization:**Set Field Elev + 500ft

Transition:

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

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Approach:

1. **Altimeter:**Check QNH
2. **Landing Gear:**Down <177 KIAS
3. **Flaps:**As required <163 KIAS
4. **Taxi/Landing Lights:**As Required
5. **WX Radar:**Standby

Final:

1. **Runway:**Clear
2. **Final approach:**100-120 KIAS - 15° flaps
3. **Runway threshold:**80-100 KIAS - 30 or 40°
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 and 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. **Battery Master:**Off <10% Ng

Recommended Airspeeds:

V_{MO} (maximum operating)	240KIAS
V_{NE} (never exceed)	236KIAS
V_D (maximum diving speed)	280KIAS
V_{RE} (rotation)	80KIAS
V_x (best angle of climb)	110KIAS
V_y (best rate of climb)	120 KIAS
V_{CLIMB} (climb airspeeds)	
0'	160 KIAS
15,000'	150KIAS
20,000'	140 KIAS
25,000'	130KIAS
30,000'	115KIAS
V_A (design maneuvering)	158 KIAS
V_{FE} (maximum 15°flaps)	163KIAS
V_{LE} (maximum gear extended)	236 KIAS
V_{LO} (maximum gear operating)	177KIAS
V_{SI} (stall, clean)	86KIAS
V_{SO} (stall, landing configuration)	60 KIAS

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1. Set condition lever to Flight Idle position for take-off.
2. Use 15⁰ 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 airspeed 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, and the maximum operating speed of 240 KIAS
11. Before starting descent bring power back to allow airspeed to decrease to a point where the descent speed will not exceed recommended speeds.
12. Lower landing gear 10-20 nm before destination

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13. Maintain 100-120 KIAS on approach with 15⁰ flaps.
 - a. **note:** be aware on approach and landing that the large 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 40⁰ flaps unless you have altitude for a stall recovery.
14. Set airspeed to 80-90 knots on short final with 40⁰ 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 40⁰ the decrease in airspeed may not be compensated in time by an 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 down if necessary
18. Set conditioner lever to Ground Idle
19. Taxi to destination spot, shut aircraft down.