

 Crafted in Switzerland

PC-12

PILOT'S INFORMATION MANUAL PC-12 SERIES 10 AND 10A



 **PILATUS** 

SECTION 3
EMERGENCY PROCEDURES
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3.4.3 ENGINE FAILURE AFTER ROTATION - LANDING GEAR UP

If partial power loss refer to 3.4.4.

If total power loss:

- | | |
|--|--|
| 1. Landing Gear | DOWN |
| 2. NON ESS OVRD switch
(Overhead Panel) | NON ESS OVRD |
| 3. Flaps | 40° |
| 4. Final Approach Speed | 98 KIAS Flaps 15°
84 KIAS Flaps 40° |
| 5. PCL | Idle |
| 6. CONDITION LEVER | CUT-OFF/FEATHER |
| 7. FUEL EMERG SHUT OFF | Press latch down and pull lever up |

After touch down:

- | | |
|------------------------|---------------|
| 8. MASTER POWER switch | EMERGENCY OFF |
|------------------------|---------------|

END

3.4.4 ENGINE FAILURE IN FLIGHT - PARTIAL POWER LOSS

Indications: Uncommanded engine power reduction.

No response to PCL movement.

- | | |
|--------------------------|---|
| 1. PCL | Idle |
| 2. Manual Override Lever | Pull upwards and move slowly forward until engine responds, wait and let engine stabilize |

If engine compressor stalls and/or ITT exceeded:

- | | |
|--------------------------|-------------------------------------|
| 3. Manual Override Lever | Retard and move very slowly forward |
|--------------------------|-------------------------------------|

If engine falls below 50% Ng:

- | | |
|-------------------|--------------------|
| 4. STARTER switch | Push for 2 seconds |
|-------------------|--------------------|

SECTION 3
EMERGENCY PROCEDURES



CAUTION

WHEN THE STARTER SWITCH IS PUSHED ON AIRCRAFT WITH A SINGLE BATTERY INSTALLED, THE AUTOPILOT MAY DISENGAGE AND THE AHRS AND EFIS MAY GO OFF-LINE.

5. **Manual Override Lever** **Move forward to required power (Ng > 80%)**
6. **Land as soon as practical.**

CAUTION

WHEN MOR IS IN OPERATION, DO NOT PERMIT NG TO FALL BELOW 65% AND OBSERVE ENGINE LIMITATIONS.

7. **In descent and until touch down maintain at least 75% Ng.**

WARNING

DEPENDING ON AIRFIELD CONDITIONS AND AIRCRAFT WEIGHT AND CONFIGURATION, THE AVAILABLE POWER MIGHT NOT BE SUFFICIENT TO ENSURE A GO AROUND.

8. **Touch down, CONDITION LEVER** **CUT-OFF/FEATHER**

WARNINGS

DO NOT MOVE PCL AFT OF IDLE DETENT.

TOTAL LANDING DISTANCE IS INCREASED BY A FACTOR OF 2.

CAUTION

DO NOT USE MOR ON GROUND FOR TAXIING.

NOTE

For complete MOR description and operation refer to Section 7 Engine – Controls - Manual Override Lever.

END

3.4.5 ENGINE FAILURE IN FLIGHT – TOTAL POWER LOSS

- | | |
|---|----------------------|
| 1. PCL | Idle |
| 2. CONDITION LEVER | CUT-OFF/FEATHER |
| 3. Remaining fuel | Check |
| 4. Air start | (refer to Sect. 3.5) |
| 5. If above 13500 ft,
make an emergency descent | (refer to Sect. 3.8) |
| 6. If engine air start is not
successful, make
a forced landing | (refer to Sect. 3.9) |

END
