

Pilatus breaks the mold

Adding a twinjet to the fleet

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FOR NOW, the PC-24 exists in the artificial world of renderings and Photoshop. First flight of the real aircraft is set for next year.



SPEC SHEET

Pilatus PC-24 \$8.9 million

Engine | **2 Williams International FJ44-4A**
 Seats | **6-10**
 Max takeoff weight | **17,650 lb**
 Max cruise speed | **425 KTAS**
 Takeoff field length | **2,690 ft**
 Landing field length | **2,525 ft**
 Range (with IFR reserves) | **1,190 nm**
 Wingspan | **55 ft 9 in**
 Length | **55 ft 2 in**
 Height | **17 ft 4 in**

SWISS MANUFACTURER PILATUS AIRCRAFT LTD. has announced a new offering to what had been its all-turboprop line of airplanes. The company's new, single-pilot-certifiable PC-24 will be a twin-engine, 425-knot "super versatile jet," and "not a me-too product," in the words of Pilatus Chairman Oscar Schwenk. Interior configurations can range from an executive layout featuring six or eight seats, to 10-seat commuter and cargo-hauling versions.

The PC-24 will be powered by two FADEC-controlled Williams FJ44-4A turboprops producing 3,600 lbt each and having 5,000-hour times between overhaul. Maximum takeoff weight is set at 17,650 pounds, max payload will be 2,500 pounds, and max payload with full fuel will be 915 pounds, Pilatus said. Maximum range with four passengers is anticipated as being 1,950 nm.

The Honeywell Apex avionics suite used in the PC-12NG serves as the basis for the PC-24's four-screen cockpit, which Pilatus has dubbed ACE, for "advanced cockpit environment." Avionics will include TCAS II, WAAS-LPV approach capability, Honeywell's SmartView synthetic vision, electronic charts, and graphical flight planning capability. The airplane will have a stick shaker-pusher system for stall protection, and use bleed air for wing anti-ice and pneumatic boots for empennage deicing. A lift-dump system incorporating four large spoiler panels keeps landing distances to as low as 2,525 feet. And the PC-24—like the PC-12—will be certified for landings on unimproved surfaces.

In addition to a forward airstair door, Pilatus' signature large aft cargo door also will be retained; it will measure four feet, one inch wide by four feet, three inches high and be capable of handling standard pallet sizes. A forward, externally serviceable lavatory is standard, as is a single-point refueling port.

First flight of the \$8.9 million jet is expected in 2014, with EASA and FAA certification to follow in 2017.

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