

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

7A15
Revision 15
PILATUS
PC-6, PC-6-H1, PC-6-H2
PC-6/350, PC-6/350-H1, PC-6/350-H2
PC-6/A, PC-6/A-H1, PC-6/A-H2
PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2
PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2
July 07, 2021

**TYPE CERTIFICATE DATA SHEET NO. 7A15**

This data sheet which is a part of Type Certificate No. 7A15 prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder. Pilatus Aircraft Ltd.  
Stans, Switzerland

**I. Model PC-6, 11 PCLM (Normal Category), Approved: November 9, 1961**  
**Model PC-6-H1, 11 PCLM (Normal Category), Approved: January 7, 1964**  
**Model PC-6-H2, 11 PCLSM (Normal Category), Approved: October 16, 1964.**

Engine. Lycoming GSO-480-B1A6

Fuel. 100/130 Minimum grade aviation gasoline.

Engine Limits. (Straight line manifold pressure variation with altitude shown)

	<u>HP</u>	<u>R.P.M.</u>	<u>M.P.</u>	<u>Altitude</u>
Take-off	340	3400	48.0	S.L.
Take-off	340	3400	44.5	7900'
Max. Continuous	320	3200	45.5	S.L.
Max. Continuous	320	3200	43.0	8000'

Propeller and Hartzell constant speed propeller  
Propeller Limits. Hub HC-83X20-1B or HC-A3X20-1D, blades 9333C-0 to -5  
Diameter maximum 93 in. minimum 88 in.  
(no further reduction permitted)  
Pitch setting at 30 in. station: low 15°, high 36°.

Fuel Capacity. Total capacity 105 US gal. or 127 US gal.  
(2 tanks of 52.5 or 63.5 US gal.) (+31.1)  
Usable capacity 104 US gal. or 126 US gal.  
(2 tanks of 52.0 or 63.0 US gal.) (+31.1)

Oil Capacity. 3.5 US gal. (-43.9).

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**II. Model PC-6/350, 11 PCLM (Normal Category), Approved: September 12, 1962**  
**Model PC-6/350-H1, 11 PCLSM (Normal Category), Approved: January 7, 1964**  
**Model PC-6/350-H2, 11 PCLSM (Normal Category), Approved: October 16, 1964.**

<u>Engine.</u>	Lycoming IGO-540-A1A.									
<u>Fuel.</u>	100/130 Minimum grade aviation gasoline.									
<u>Engine Limits.</u>	(Straight line manifold pressure variation with altitude shown) <table><tr><td></td><td><u>HP</u></td><td><u>R.P.M.</u></td></tr><tr><td>Take-off (Max. 5 min)</td><td>350</td><td>3400 full throttle at S.L.</td></tr><tr><td>Max. Continuous</td><td>325</td><td>3000 full throttle at S.L.</td></tr></table>		<u>HP</u>	<u>R.P.M.</u>	Take-off (Max. 5 min)	350	3400 full throttle at S.L.	Max. Continuous	325	3000 full throttle at S.L.
	<u>HP</u>	<u>R.P.M.</u>								
Take-off (Max. 5 min)	350	3400 full throttle at S.L.								
Max. Continuous	325	3000 full throttle at S.L.								
<u>Propeller and Propeller Limits.</u>	Hartzell constant speed feathering propeller Hub HC-B3Z-30-2B, blades 9349 + 1/2 Diameter maximum 93.5 in. minimum 93.5 in. (no reduction permitted) Pitch setting at 30 in. station: low 15°, high 87°.									
<u>Fuel Capacity.</u>	Total capacity 105 US gal. or 127 US gal. (2 tanks of 52.5 or 63.5 US gal.) (+31.1) Usable capacity 104 US gal. or 126 US gal. (2 tanks of 52.0 or 63.0 US gal.) (+31.1).									
<u>Oil Capacity.</u>	3.5 US gal. (-43.9)									

**III. Model PC-6/A, 11 PCLM (Normal Category), Approved: November 27, 1962**  
**Model PC-6/A-H1, 11 PCLM (Normal Category), Approved: January 7, 1964**  
**Model PC-6/A-H2, 11 PCLSM (Normal Category), Approved: October 16, 1964**

<u>Engine.</u>	Turbomeca Astazou II E or Astazou II G					
<u>Fuel.</u>	ASTM-D-1655 Spec. Jet A or Jet A1 (French Air 3405, TR.0) Jet B (French Air 3407, TR.4) MIL-T-5624 Spec. JP-4 JP-5, Spec. gravity not over 0.8 (French Air 3404, TR.5)					
	SHP	RPM	Alt.	Power %	Max. EGT (°C)	
Take-off (max. 5 min)	523	43500	S.L.	100	525	
Max. Continuous	473	43500	S.L.	88	500	
Starting transient						
30 sec.						550
less than 3 sec.						630
<u>Propeller and Propeller Limits.</u>	Ratier Figeac turbine propeller, electrically controllable feathering and reversing. Hub FH 76-1-07, blades FH 76.207. Diameter maximum 98.4 in. minimum 97.4 in. (no further reduction permitted) Pitch setting at 34.44 in. station:					
	Reverse	-14° (mechanical stop)				
	Starting	- 1.5°				
	Flight minimum	+ 2.5° (electrical stop)				
	Feathering	+ 87° (mechanical stop)				

**III. Model PC-6/A, Model PC-6/A-H1, Model PC-6/A-H2 (cont'd)**

Fuel Capacity. Total capacity: 130 US gal. or 173 US gal.  
(2 tanks of 63.5 or 85 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)  
Usable capacity: 128 US gal. or 170 US gal.  
(2 tanks of 62.5 or 83.5 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)

Oil Capacity. 2.11 US gal. (-94.8) (engine integral)

**IV. Model PC-6/B-H2, 11 PCLSM (Normal Category), Approved: March 10, 1967**

Engine. United Aircraft of Canada Ltd. PT6A-6A

Fuel. JP-1, JP-4 and JP-5 fuels conforming to UACL Specification No. 522 and later revisions.

<u>Engine Limits.</u>	SHP	Torque (psi)	G.G. RPM	Prop. RPM	TIT (°C)
Take-off (max. 5 min)	550	42.5	38.100 (101.5%)	2.200 (100%)	994
Max. Continuous	500	38.5	38.100 (101.5%)	2.200 (100%)	952
Starting (max. 2 sec)	---	---	---	---	1038
Max. reverse	500	42.5			994

Propeller and Propeller Limits. Hartzell feathering and reversing constant speed propeller  
Hub: HC-B3TN-3C, blades T-10173C or T-10173CH  
Diameter: max. 101 in., min. 99 in.  
(no further reduction permitted)  
Pitch setting at 30 in. station: Reverse -11.5°  
Feathering +85.5°  
Minimum in flight 0°

Fuel Capacity. Total capacity: 130 US gal. or 173 US gal.  
(2 tanks of 63.5 or 85 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)  
Usable capacity: 128 US gal. or 170 US gal.  
(2 tanks of 62.5 or 83.5 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)

Oil Capacity. Total capacity: 2.3 US gal. (-80) (engine integral)  
Usable capacity: 1.5 US gal.

**V. Model PC-6/B1-H2, 11 PCLSM (Normal Category), Approved: March 10, 1967**

Engine. United Aircraft of Canada Ltd. PT6A-20

Fuel. JP-1, JP-4 and JP-5 fuels conforming to UACL Specification No. 522 and later revisions.

<u>Engine Limits.</u>	SHP	Torque (psi)	G.G. RPM	Prop. RPM	ITT (°C)
Take-off and maximum continuous up to 21° 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

**V. Model PC-6/B1-H2 (cont'd)**Propeller and  
Propeller Limits.

Hartzell feathering and reversing constant speed propeller  
 Hub: HC-B3TN-3C or HC-B3TN-3D, blades; T-10173C or T-10173CH or T-10178C or T-10178CH.  
 Diameter: max. 101 in., min. 99 in.  
 (no further reduction permitted).  
 Pitch setting at 30 in. station:

Reverse	-11.5°
Feathering	+85.5°
Minimum in flight	0°

Fuel Capacity.

Total capacity: 130 US gal. or 173 US gal.  
 (2 tanks of 63.5 or 85 US gal.) (+31.1) plus  
 1 booster pump tank of 3 US gal. (+ 111.0)  
 Usable capacity: 128 US gal. or 170 US gal.  
 (2 tanks of 62.5 or 83.5 US gal.) (+31.1) plus  
 1 booster pump tank of 3 US gal. (+ 111.0)

Oil Capacity.

Total capacity: 2.3 US gal. (-80) (engine integral)  
 Usable capacity: 1.5 US gal.

**VI. Model PC-6/B2-H2, 11 PCSLM (Normal Category), Approved: August 21, 1973.**Engine.

United Aircraft of Canada Ltd. PT6A-27

Fuel.

JP-1, JP-4 and JP-5 fuels conforming to UACL Specification No. 522 and later revisions.

Engine Limits.

	SHP	Torque (psi)	G.G. RPM	Prop. RPM	ITT (°C)
Take-off	550	42.5	38.100 (101.5%)	2.200 (100%)	725
Max. Continuous	550	42.5	38.100 (101.5%)	2.200 (100%)	725
Starting (max. 2 sec)	---	---	---	---	1090
Max. reverse	550	42.5			725

Propeller and  
Propeller Limits.

Hartzell feathering and reversing constant speed propeller  
 Hub: HC-B3TN-3C or HC-B3TN-3D, blades T-10178C or T-10178CH or T-10173C or T-10173CH.  
 Diameter: max. 101 in., min. 99 in.  
 (no further reduction permitted)  
 Pitch setting at 30 in. station:

Reverse	-10.0°
Feathering	+85.5°
Minimum in flight	0.5°

Fuel Capacity.

Total capacity: 130 US gal. or 173 US gal.  
 (2 tanks of 63.5 or 85 US gal.) (+31.1) plus  
 1 booster pump tank of 3 US gal. (+ 111.0)  
 Usable capacity: 128 US gal. or 170 US gal.  
 (2 tanks of 62.5 or 83.5 US gal.) (+31.1) plus  
 1 booster pump tank of 3 US gal. (+ 111.0)

Oil Capacity.

Total capacity: 2.3 US gal. (-80) (engine integral)  
 Usable capacity: 1.5 US gal.

**VII. Model PC-6/C-H2, 11 PCLSM (Normal Category), Approved: March 10, 1967.**

Engine. Airesearch TPE 331-25D.

Fuel. JP-1, JP-4 and JP-5 fuels conforming to Airesearch Manufacturing Company of Arizona Report PE-5064 R.

<u>Engine Limits.</u>		SHP	Torque (psi)	RPM	EGT (°C)
Take-off	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

Propeller and Propeller Limits. Hartzell feathering and reversing constant speed propeller  
Hub: HC-B3TN-5C, blades T-10178C or T-10178CH

Diameter: max. 101 in., min. 99 in.

(no further reduction permitted)

Pitch setting at 30 in. station: Reverse	- 9.5°
Feathering	+87°
Start	+ 2°
Minimum in flight	+ 5°

Fuel Capacity. Total capacity: 130 US gal. or 173 US gal.  
(2 tanks of 63.5 or 85 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)  
Usable capacity: 128 US gal. or 170 US gal.  
(2 tanks of 62.5 or 83.5 US gal.) (+31.1) plus  
1 booster pump tank of 3 US gal. (+ 111.0)

Oil Capacity. 2.9 US gal. (-103) (engine integral)

**VIII. Model PC-6/C1-H2, 11 PCLSM (Normal Category), Approved: August 21, 1973.**

Engine. Airesearch TPE 331-1-100

Fuel. Fuels conforming to Airesearch Manufacturing Company of Arizona Report PE-5064R.

<u>Engine Limits.</u>		SHP	Torque (psi)	RPM	EGT (°)
Take-off	576	53.2	41.730 (100%)	561	
Max. Continuous	576	53.2	41.730 (100%)	561	
Absolute Maximum (max. 5 sec)	---	---	43.816 (105%)		
Starting (max. 1 sec)	---	---	---	815	



**DATA PERTINENT TO ALL MODELS****Airspeed Limits (IAS).**

	<u>All models except B2-H4</u>	<u>B2-H4</u>
Vne (Never exceed)	174 mph (151 kts)	174 mph (151 kts)
Vno (Max. structural cruising)	137 mph (118 kts)	138 mph (119 kts)
Vp (Maneuvering)	122 mph (106 kts)	138 mph (119 kts)
Vfe (Flaps extended)	94 mph ( 82 kts)	109 mph ( 95 kts)
Vsk (Ski system operation)	84 mph ( 73 kts)	---- ---

**C.G. Range.**

<u>All Models except B2-H4</u>	<u>Model B2-H4</u>
+ 18.7" to + 25.4" at 4850 lb.	+ 23.9" to + 28.4" at 6173 lbs.
+ 8.2" to + 25.4" at 3200 lb. or less	+ 8.2" to 28.4" at 3200 lbs.

Straight line variation between points given.

**Empty Weight C.G. Range.**

None.

**Datum.**

Leading edge of wing

**Leveling Means.**

Marks on each side of the fuselage. Also T-rails on cabin floor horizontal.

**Max. weights (take-off)  
and landing weights**

PC-6, PC-6/350 and PC-6/A	4322 lb.
PC-6-H1, PC-6/350-H1, PC-6/A-H1	4444 lb.
PC-6-H2, PC-6/350-H2, PC-6/A-H2	4850 lb.
PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2	
PC-6/C-H2, PC-6/C1-H2.	
PC-6/B2-H4	6173 lb MTOW/5864 lb KLW

**NOTE:** AFM Supplements as listed on page 8 show increased take-off weights.

**Number of Seats.**

8 - 2 at (+ 4.5), 2 at (+34.4),  
2 at (+63.0), 2 at (+91.3), or  
11 - 2 single seats at (+ 4.5) and 3 triple  
seats at (+32.7, +60.3, and +85.8).

**NOTE:** 6 seats can be stowed in compartment behind cabin, accessible through a door in fuselage RH side.

**Maximum Baggage.**

Main cabin, after removal of seats. See approved loading instructions. Max. floor loading 100 lb. per sq. ft.

**Control Surface Movements.**

Elevator:	Up 30° ± 1°	Down 25° ± 1°
Flettner tab:	Down 57° ± 2°	Up 32° ± 2°
Stabilizer:	Nose Down 10° ± .5°	Nose up 2° ± .5°
	(Serial No. 552 and all H2 models)	
	Nose Down 8° ± .5°	Nose up 2° ± .5°
	(Serial No. 524 and up except H2 models)	
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°
Aileron tab (r.h.)	Up 20° ± 2°	Down 18° Neutral 2° Up
Flaps:	Up 0°	Down 45° ± 2°
		(Ser. No. 522)
	Up 0°	Down 38° ± 2°
		(Ser. No. 524 and up)

NOTE: Flettner tabs on aileron and elevator are optional; if not installed, fixed tabs on elevator (up 36°) and aileron (neutral) are mandatory. Stabilizer in neutral position is 3° nose down.  
For B2-H4 on elevator one flettner tab (set to 0°) and two fixed trim tabs (set 10° up) are mandatory.

Maximum Operating Altitude. 25.000 ft.

Certification Basis. CAR 10. CAR 3 dated May 15, 1956 including amendments 3-1 through 3-5. Type Certificate No. 7A15, issued November 9, 1961.  
Date of Application for Type Certificate: October 11, 1960.

The Swiss Federal Office of Civil Aviation (FOCA) originally type certificated this aircraft under its type certificate Number F-56-10. The FAA validated this product under U.S. Type Certificate Number 7A15. Effective December 1, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Switzerland. The EASA TCDS No. has not been issued at this time.

The Swiss Federal Air Office "Certificate of Airworthiness for Export" endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made. (See NOTE 4).

Import Requirements. The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Swiss Federal Office of Civil Aviation (FOCA) on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. Civil Air Regulation Part 3 U.S. Type Certificate No. 7A15 and to be in a condition for safe operation.'

Model PC-6 and PC-6/350 series: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3, dated May 15, 1956 including Amendment 3-1 through 3-5 and conforms to T.C. 7A15".

Model PC-6/A series: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulation Part 3, dated May 15, 1956 including Amendment 3-1 through 3-5 and Special Conditions notified by FAA, letter dated November 14, 1962 to the Swiss Federal Air Office, and conforms to T.C. 7A15".

Models PC-6/B, /B1, /B2, /C, and /C1 series: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulation Part 3, dated May 15, 1956 including Amendments 3-1 through 3-5 and Special Conditions notified by FAA, letter dated January 4, 1967 and conforms to T.C. 7A15".

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Equipment. The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:

- (a) Swiss Federal Air Office approved Airplane Flight Manual (as limited below)
- (b) Stall warning indicator, Safe Flight 1-02-0005, or 164
- (c) Ratier Figeac Spinner FH 76-400 (PC-6/A series only)
- (d) Clogged fuel filter warning light (PC-6/A, /B, /B1, /B2, /C, and /C1 series only).



- (e) Stabilizer dual motor trim actuator Electro Mech EM 483  
Mandatory for PC-6/B2-H4 only.

#### Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before December 1, 2006 – Swiss Federal Office of Civil Aviation (FOCA).

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

#### Airplane Flight Manual.

- (a) Swiss Federal Air Office approved Airplane Flight Manuals:

Model Report No.	PC-6 902	PC-6-H1 902-1	PC-6-H2 902-2
Model Report No.	PC-6/350 920	PC-6/350-H1 920-1	PC-6/350-H2 920-2
Model Report No.	PC-6A 921	PC-6/A-H1 921-1	PC-6/A-H2 921-2
Model Report No.	PC-6/B-H2 1072	PC-6/B1-H2 1072-1	PC-6/B2-H2 1072-2 or 1791
Model Report No.	PC-6/C-H2 1161	PC-6/C1-H2 1161-1	
Model Report No.	PC-6/B2-H4 up to MSN 824 1072-20		
Model Report No.	PC-6/B2-H4 from MSN 825 1820		

- (b) List of Supplements (Swiss Federal Air Office approved).

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
1141 1141-1	PC-6/A-H2 PC-6/B-H2 PC-6/B1-H2 PC-6/B2-H2`	Seaplane with floats EDO 58-4580 EDO 58-4580 or EDO 679-4930	Normal

1104	PC-6/B1-H2 PC-6/B2-H2	Fuel ferry tank installation	Restricted*
1143-1 1143-B 1143-C 1143-D	PC-6/C-H2 PC-6/C1-H2	Agriculture version	Restricted*
1186	All models except B2-H4	Cabin doors removed, sliding door and/or hatch door open (parachuting)	Normal
1242	All models "H2"	Wing fuel tanks 2 x 85 US-gal.	Normal
1320	All models except B2-H4	Ski operation	Normal
1347-1	All models "H2"	External fuel	Restricted*
1421	All models	Electrically operated landing flaps	Normal
1422	PC-6/B1-H2 PC-6/B2-H2	Engine Air Intake Filter Mk. 38	Normal
1424	All models	Aileron Trim System	Normal
1490	All TURBO PORTER model except B2-H4	Fuel Ferry tank V-43593	Restricted*

Report No.	Applicable for PORTER Model	Subject	Operating Category
1504	PC-6/B-H2 PC-6/B1-H2 PC-6/B2-H2 PC-6/B2-H4 up to MSN 824	Propeller de-icing system	Normal
1511	All models	Target sack winch	Normal
1527	PC-6/B1-H2 PC-6/B2-H2 up to MSN 824	Electrical Trim System	Normal
1527-1	PC-6/B2-H2 from S/N 825		
1568	All TURBO PORTER Models except H4	Operation in overweight condition	Restricted*
1824	PC-6/B2-H4	Cabin doors removed, sliding door/hatch door open (parachuting)	Normal
1826	PC-6/B2-H4 up to MSN 824	Underwing tanks	Normal
1826-1	PC-6/B2-H4 from MSN 825		
1850	PC-6/B2-H4	Emergency battery system	Normal
1887	PC-6/B2-H4	Quiet operation	Normal
1904	PC-6/B2-H4	Air intake filter system	Normal
1914	PC-6/B2-H2 PC-6/B2-H4 from S/N 825	Hot prop	Normal

\* Aircraft must be certificated under FAR 21.185 or FAR 21.187 in Restricted Category.

AFM (cont.)

- (c) FAA-approved Airplane Flight Manuals and also approved by Swiss Federal Air Office.
- |              |                      |                           |
|--------------|----------------------|---------------------------|
| <u>Model</u> | <u>Date of Issue</u> | <u>Including Revision</u> |
|--------------|----------------------|---------------------------|

PC-6/B-H2	March 12, 1965	Rev 4, July 21, 1971
PC-6/B1A-H2	December 1, 1967	Rev 4, July 21, 1971
PC-6/B2-H2	May 13, 1968	Rev 2, July 21, 1971
PC-6/C-H2	April 20, 1966	Rev 5, May 20, 1971

- (d) FAA-approved Airplane Flight Manual Supplement issued to Fairchild Industries and also approved by Swiss Federal Air Office.

<u>Applicable for Heli Porter Model</u>	<u>Date of Issue</u>	<u>Supplement No.</u>
PC-6/B-H2	July 8, 1966	1
PC-6/B-H2	April 3, 1969	2
PC-6/B-H2	April 18, 1969	3
PC-6/B1-H2	September 3, 1966	1
	January 4, 1966	2
	February 13, 1967	3
PC-6/B1A-H2	April 3, 1969	1
	April 18, 1969	2
	July 8, 1965	3

<u>Applicable for Heli Porter Model</u>	<u>Date of Issue</u>	<u>Supplement No.</u>
PC-6/B2-H2	April 18, 1969	1
	April 3, 1969	2
PC-6/C-H2	July 8, 1966	1
	January 4, 1966	2
	May 14, 1968	3
	April 3, 1969	4
	April 18, 1969	5
PC-6/B1-H2	April 18, 1969	Associated with STC SA747EA
PC-6/B1-H2	April 3, 1969	Associated with STC SA743EA
PC-6/B1-H2	July 10, 1969	Associated with STC SA743EA

#### NOTES

- NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.
- NOTE 2. Placards must be displayed as listed in the approved Airplane Flight Manual.
- NOTE 3. Doors: Cabin door RH side, either double doors or sliding doors.  
Optional: double doors LH side additional.  
Optional: cockpit doors on both sides.
- NOTE 4. Spare parts and aircraft manufactured by Fairchild Republic Company, Farmingdale, New York and Hagerstown, Maryland under a licensing agreement are produced under the Fairchild Republic Company production certificate No. 1, and are eligible for standard airworthiness certificates.
- NOTE 5. 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. 7A15.

.....END.....