Aircraft Wheel and Brake, LLC
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FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
And
PILOT'S OPERATING HANDBOOK
For The
199-241 Main Wheel & Brake Conversion Kit
As Installed In
The
Pilatus PC-12, PC-12/45, PC-12/47, PC-12/47E

Reg. No. _____

Ser. No. _____

This supplement must be attached to the FOCA / EASA Approved Airplane Flight Manual when the aircraft is modified by the installation of the Aircraft Wheel and Brake, LLC 199-241 Main Wheel & Brake Conversion Kit in accordance with

STC SA01376CH

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement; consult the basic Airplane Flight Manual.

FAA APPROVED: Joe Meiss for
Roy E. Boffo, Acting Manager
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Chicago Aircraft Certification Office
Des Plaines, IL

LOG OF REVISIONS

REV	PAGE(S)	DESCRIPTION	APPROVAL	DATE
------	All	Original issue.	M. W. Anderson ACE-117C	12/18/2000
A	All	Add Model PC-12/47 to Title Page and Page Headers	J. W. Miess ACE-117C	01/16/2007
B	All	Add Model PC-12/47E to Title Page and Page Headers	J. W. Miess ACE-117C	06/22/2009
C	All	(Now) Aircraft Wheel and Brake, LLC 1160 Center Road Avon, OH 44011 (Was) Parker Hannifin Corp. Aircraft Wheel & Brake 1160 Center Road Avon, OH 44011 (Now) FOCA/EASA (Was) FOCA (Now) Aircraft Wheel and Brake, LLC (Was) Parker Hannifin Corp.	Clerical change only, previous approval of technical content remains valid.	06/22/2009

Note: All changes are indicated by a black vertical line along the right margin.

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SECTION 1- GENERAL

The 199-241 Main Wheel & Brake Conversion Kit replaces the PC-12 main wheels and carbon disc brakes with Cleveland main wheels and steel disc brakes. Steel disc brakes provide a consistent coefficient of friction and do not absorb and retain water. Carbon disc brakes tend to absorb and retain water and can have significant fluctuations in coefficient of friction.

Additionally, for aircraft serial numbers MSN 231 and on, as well as aircraft modified by SB 32-004, installation of the 199-241 conversion kit provides brake pedal geometry which results in improved brake pedal "fee" and less tendency for the pilot to inadvertently "ride" the brakes during taxiing.

SECTION 2 - LIMITATIONS

No Change

SECTION 3 - EMERGENCY PROCEDURES

3.3 Rejected Takeoff

CAUTION

A REJECTED TAKEOFF WITHOUT THE BENEFIT OF PROPELLER REVERSE MAY CAUSE OVERHEATING OF WHEEL & BRAKE COMPONENTS WITH ASSOCIATED LOSS OF BRAKING EFFECTIVENESS. IF OVERHEATING IS SUSPECTED, REFER TO SECTION 3.20.7 OF THE BASIC AFM DURING SUBSEQUENT TAXIING. THE MAIN WHEELS & BRAKES SHOULD BE INSPECTED FOR DAMAGE IN ACCORDANCE WITH THE RESPECTIVE COMPONENT MAINTENANCE MANUAL PRIOR TO THE NEXT FLIGHT.

FOLLOWING A MAXIMUM BRAKING EFFORT REJECTED TAKEOFF WITHIN 10 KIAS OF V_R AND WITHOUT THE BENEFIT OF PROPELLER REVERSE, THE AIRCRAFT MUST REMAIN ON THE GROUND FOR A MINIMUM OF 45 MINUTES PRIOR TO FURTHER FLIGHT TO ALLOW FOR ADEQUATE COOLING OF THE WHEELS & BRAKES. PRIOR TO ENGINE START, CONFIRM BRAKE PEDALS DO NOT EXHIBIT EXCESSIVE TRAVEL.

FOLLOWING ANY REJECTED TAKEOFF IN WHICH THE WHEEL FUSE PLUGS RELEASE, THE WHEELS & BRAKES MUST BE INSPECTED FOR DAMAGE IN ACCORDANCE WITH THE RESPECTIVE COMPONENT MAINTENANCE MANUAL PRIOR TO FURTHER FLIGHT.

3.9.8 LANDING WITHOUT FLAPS (FLAPS 0º)

CAUTION

FOLLOWING A MAXIMUM BRAKING EFFORT FLAPS 0º LANDING WITHOUT THE BENEFIT OF PROPELLER REVERSE, THE AIRCRAFT MUST REMAIN ON THE GROUND FOR A MINIMUM OF 45 MINUTES PRIOR TO FURTHER FLIGHT TO ALLOW FOR ADEQUATE COOLING OF THE WHEELS & BRAKES. PRIOR TO ENGINE START, CONFIRM BRAKE PEDALS DO NOT EXHIBIT EXCESSIVE TRAVEL.

FOLLOWING ANY MAXIMUM BRAKING EFFORT FLAPS 0º LANDING IN WHICH THE WHEEL FUSE PLUGS RELEASE, THE WHEELS & BRAKES MUST BE INSPECTED FOR DAMAGE IN ACCORDANCE WITH THE RESPECTIVE COMPONENT MAINTENANCE MANUAL PRIOR TO FURTHER FLIGHT.

SECTION 4 - NORMAL PROCEDURES

No Change.

SECTION 5 – PERFORMANCE

No Change.

SECTION 6 – WEIGHT AND BALANCE

No Change.

SECTION 7 – AIRPLANE AND SYSTEMS DESCRIPTION

BRAKES

Each brake assembly incorporates three retract mechanisms which act as brake lining wear indicators. As the brake linings wear, the retract studs will be pulled into the friction sleeve. When the studs are flush, or recessed below the friction sleeve, the brakes must be serviced in accordance witht the respective componenet maintenance manual. The function of the wear indicators is independent of the position of the parking brake.