

PC-7 MkII
TURBO TRAINER



 **PILATUS** 

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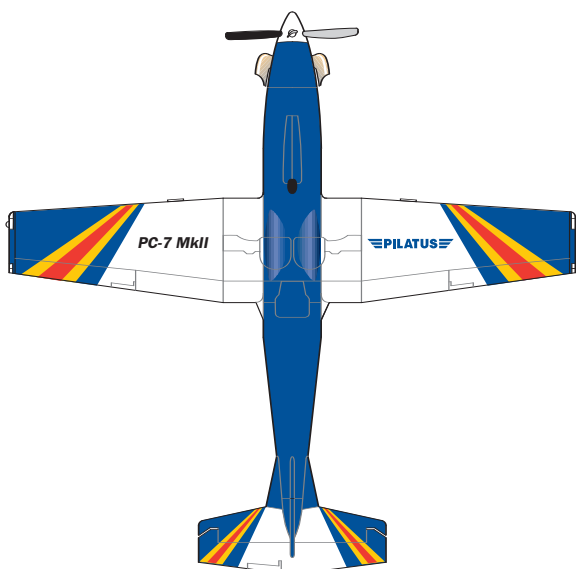
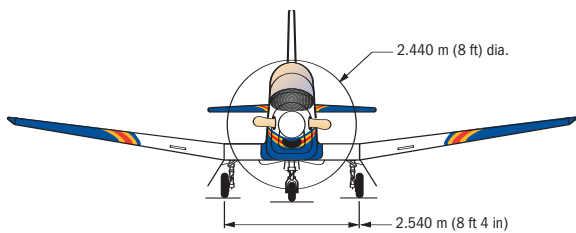
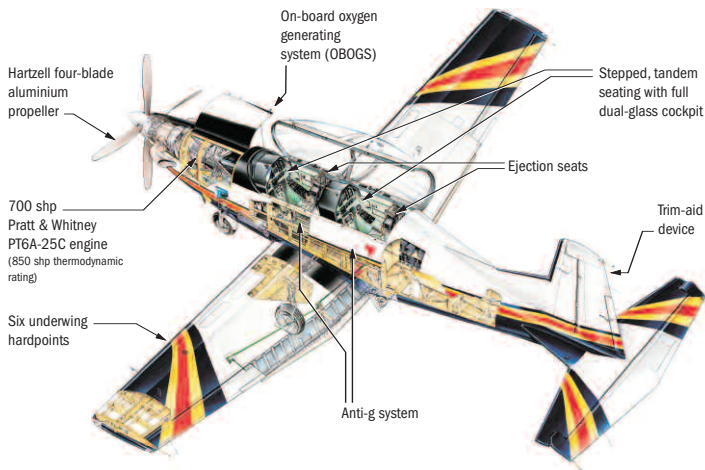
Since its introduction in 1994, the PC-7 MkII has come with an exceptional standard of equipment, performance, and cost-effectiveness in this class of training aircraft.

Offering a reliable and economic training platform, the docile behaviour of the PC-7 MkII in the hands of a beginner provides a confidence-building environment for inexperienced cadets. With its highly cost-efficient PT6A-25C engine, it provides the lowest engine operating costs of all turboprop trainer aircraft. The use of airframe and avionics systems common with the PC-9 M enables owners and operators to profit from the benefits of a combined infrastructure established at Pilatus to support both these aircraft types.

TRAINING ROLES

Ab Initio Training
Basic Flying Training

FEATURES



PERFORMANCE

The PC-7 MkII, in the aerobatic configuration, has the following performance under international standard atmospheric (ISA) conditions:

Take-off distance over 50 ft (15 m) obstacle at sea level	1,360 ft	(415 m)
Landing distance over 50 ft (15 m) obstacle at sea level	2,210 ft	(674 m)
Max. rate of climb, sea level	2,840 ft/min	(14.42 m/sec)
Max. operating speed (V_{mo})	300 KCAS	(556 km/h)
Max. level cruise speed at sea level	242 KTAS	(448 km/h)
Max. level cruise speed at 10,000 ft	251 KTAS	(465 km/h)
Stall speed		
- flaps and gear up (V_S)	75 KCAS	(139 km/h)
- flaps and gear down (V_{S0})	67 KCAS	(124 km/h)
g loads	Aerobatic	Utility
- Max. positive	+ 7.0 g	+ 4.5 g
- Max. negative	- 3.5 g	- 2.25 g
Max. range	810 NM	(1,500 km)

WEIGHTS

Basic empty weight (depending on configuration)	3,682 lb	(1,670 kg)
Max. take-off weight, aerobatic	4,960 lb	(2,250 kg)
Max. take-off weight, utility	6,283 lb	(2,850 kg)

