



SUCCESSFUL CONCLUSION PF PC-24 ROUGH FIELD CERTIFICATION CAMPAIGN

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Pilatus obtained certification for take-offs and landings on grass, wet earth and snow, making the PC-24 the world's most flexible business jet ever. Pilatus has now obtained full rough field certification for the PC-24 Super Versatile Jet. Certification for operations on dry sand and gravel was delivered in 2018. A comprehensive post-certification test campaign was conducted throughout 2019 to certify the Super Versatile Jet for operation on unpaved runways and in differing conditions. With immediate effect, all PC-24s may now also be operated on wet and snow-covered unpaved runways.

Twice as many airports – just with the PC-24

The PC-24 was developed for use on rough field from the outset. Its outstanding performance on short and unpaved runways opens up an amazing degree of flexibility and new possibilities. Compared to other business jets currently on the market, the PC-24 provides access to almost twice as many airports worldwide. More airports mean more options – taking operators to their destinations faster, with valuable time-savings.

Pilatus Chairman Oscar J. Schwenk adds: "I'm delighted to note the successful completion of these comprehensive tests. Our PC-24 has proven that it is capable of flying the full range of missions for which it was developed. The Royal Flying Doctor Service of Australia and operators in North America or Africa already use rough field runways on a regular basis, proving just how unique the PC-24 is – that sort of capability is only available with the Pilatus Super Versatile Jet!"



Tests across the world

The European Aviation Safety Agency (EASA) requires tests for the certification of take-off and landing capability to be carried out on different runways. After careful evaluation of local conditions, tests were made at locations across America and Europe.

The excellent runway in Goodwood, England was selected for the tests on dry grass. Further tests on grass runways were carried out at Kunovice in the Czech Republic, at Poitiers in France and at Duxford, England. At Woodbridge, England, complex conditions were reproduced in part in order to meet all test specifications for take-offs and landings on wet dirt surfaces. The PC-24 was also flown in North America: tests on snow-covered gravel runways were performed at Kuujuaq in Canada.



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