



**MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION
FEDERAL AIR TRANSPORT AGENCY**

**COMMUTER CATEGORY AIRCRAFT
TYPE CERTIFICATE DATA SHEET**

№ FATA-01046A

Aircraft:
Pilatus PC-24

Model:
PC-24

**Issue 01
12 November 2020**

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Date	12.11.2020	12.11.2020	12.11.2020	12.11.2020	12.11.2020	12.11.2020

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Section I. General Data

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|---|---|----------------|--------------|--------|--------------|--------|-------------|-----------------|----------------------|
| 1. Developer and Manufacturer | Pilatus Aircraft Ltd.
Ennetbürgerstrasse 101, 6370 Stans
Switzerland | | | | | | | | |
| 2. Type/Model | PC-24 | | | | | | | | |
| 3. Brief Aircraft Description | Low-wing commuter category business aircraft, powered by two rear-mounted turbofan engines, with a T-tail configuration and a retractable undercarriage. | | | | | | | | |
| 4. State of Design Certification Date | EASA Type Certificate No. EASA.A.594 issued on 07.12.2017 | | | | | | | | |
| 5. Date of Initial Certification in the Russian Federation | 12 November 2020 | | | | | | | | |
| 6. Certification Basis Airworthiness requirements Special Technical Conditions Equivalent safety Environmental protection requirements | <p>Certification Basis is defined in CRI A-01 and includes the following:
Aviation Regulations, Part 23 (AP-23), Airworthiness Standards: Normal, Utility, Acrobatic and Commuter Category Airplanes, Admt. 23-4.</p> <p>See the EASA Type Certificate Data Sheet No EASA.A.594
See the EASA Type Certificate Data Sheet No EASA.A.594
Annex 16 ICAO "Environmental Protection"
- Volume I "Aircraft Noise"
- Volume II "Aircraft Engine Emissions"</p> | | | | | | | | |
| 7. Type Design Definition | <p>Type Design is defined in the following documents:</p> <ol style="list-style-type: none"> 1. Document defining FATA approved Type Design "PC-24 TYPE DESIGN DEFINITION DOCUMENT FOR FATA CERTIFIED AIRPLANES", Ref. MI-24-000109, Issue 02, or subsequent issues. 2. PC-24 operational documentation in accordance with para. 25 TCDS. | | | | | | | | |
| 8. Dimensions | <table border="0"> <tr> <td>Main Wing Span</td> <td>17.00 metres</td> </tr> <tr> <td>Length</td> <td>16.85 metres</td> </tr> <tr> <td>Height</td> <td>5.40 metres</td> </tr> <tr> <td>Total Wing Area</td> <td>30.91 m²</td> </tr> </table> | Main Wing Span | 17.00 metres | Length | 16.85 metres | Height | 5.40 metres | Total Wing Area | 30.91 m ² |
| Main Wing Span | 17.00 metres | | | | | | | | |
| Length | 16.85 metres | | | | | | | | |
| Height | 5.40 metres | | | | | | | | |
| Total Wing Area | 30.91 m ² | | | | | | | | |
| 9. Engines | Two Williams International FJ44-4A-QPM Turbofan engines.
FATA Type Certificate dated 12.11.2020 No. FATA-01057E. | | | | | | | | |
| 9.1. Engine Limits | For engine limitations see TCDS No. FATA-01057E. | | | | | | | | |
| 10. Fuel and Fuel Additives | Refer to the latest revision Williams International Engine Installation and Operating Instructions 110675-201 FJ-44-4A-QPM (73200-201) (including JET A, JET A-1, JP-8, TS-1).
Fuel Anti-Ice additives are not required. | | | | | | | | |

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11. Oil

Refer to the latest revision Williams International Engine Installation and Operating Instructions 110675-201 FJ-44-4A-QPM (73200-201) (including Mobil Jet II, Mobil 254).

12. Airspeed Limits

VMO	(maximum operating speed)	290 KEAS
MMO	(maximum operating Mach number)	0.74
VD	(maximum diving speed)	360 KEAS
MD	(maximum operating Mach number)	0.81
VA	(maneuvering speed) at MTOW	185 KEAS
VC	(design cruising speed)	290 KEAS
VFE	(max. flap extended speed) 8° (Take-Off) Flap	200 KEAS
	15° (Approach) Flap	200 KEAS
	33° (Landing) Flap	175 KEAS
VLO	(maximum landing gear operating speed) Extension	250 KEAS
	Retraction	200 KEAS
VLE	(maximum landing gear extended speed)	250 KEAS
VSO	(stall speed, ISA, sea level, max landing weight, landing configuration)	≤ 82KCAS
	For aircraft 101 – 130 Pre SB 42-002	
VSO	(stall speed, ISA, sea level, max landing weight, landing configuration)	81 KCAS
	For aircraft 101 – 130 Post SB 42-002, and 131 - Up	

13. Center of Gravity Range

Refer to PC-24 Airplane Flight Manual, approved by EASA.

14. Weight Limits

For aircraft 101 – 130 Post SB 42-002, and 131 - Up

	Kg	Lbs
Max. Taxi and Ramp	8'345	18'400
Max. Take-off	8'300	18'300
Max. Landing	7'665	16'900
Max. Zero Fuel	6'450	14'220

For aircraft 101 – 130 Pre SB 42-002

	Kg	Lbs
Max. Taxi and Ramp	8'050	17'750
Max. Take-off	8'005	17'650
Max. Landing	7'370	16'250
Max. Zero Fuel	6'100	13'450

15. Fuel Quantity

	U.S. Gallons*	Kg*	Litres*
Total	895	2'721	3'389
Usable	890	2'705	3'369
Unusable	5.3	16	20

* Fuel Density is 0.8028 Kg / Litre

16. Oil Quantity *

Total: 5.5 lt (5.85 qts)
 Usable quantity: 4.3 It (4.63 qts)
 Note: * oil quantity is given per one engine

17. Minimum Flight Crew

Two (2): pilot and co-pilot

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- 18. Maximum Number of Passengers** 8 passenger seats
Refer to the PC-24 Airplane Flight Manual, Section 6, for passengers and flight crew loading instructions and approved configurations.
Only interior configurations described in the official Pilatus AFM are approved for installation in the PC-24 aircraft.
- 19. Baggage / Cargo Loading** Refer to the PC-24 Airplane Flight Manual, Section 6.
- 20. Maximum Operating Altitude** 13'716 m / 45'000 ft
Note: High altitude operations
PC-24 airplanes have been approved for high altitude operations (altitudes above 41,000 feet), by Special Conditions. Any modifications to the pressure vessel must be approved in accordance with the requirements as shown in the certification basis. This includes modifications which could result in a pressure vessel opening, either through crackgrowth or antenna loss, greater than 2.65 sq.in.
- 21. Wheels and Tyres**
- Wheels:
Nose Landing Gear: Parker 40-479
Main Landing Gear: Parker 40-478
- | Tyres: | Dimensions | Ply Rating | Speed Rating |
|--------------------|------------|------------|--------------|
| Nose Landing Gear: | 450x190-5 | 8 (PR) | 190 (MPH) |
| Main Landing Gear: | 24x7.7 | 10 (PR) | 190 (MPH) |
- 22. Required Equipment**
- Mandatory modifications required by the EASA Airworthiness Directives and modifications listed in the document "PC-24 TYPE DESIGN DEFINITION DOCUMENT FOR FATA CERTIFIED AIRPLANES", Ref. MI-24-000109, Issue 02, shall be embodied.
Note: Document "PC-24 TYPE DESIGN DEFINITION DOCUMENT FOR FATA CERTIFIED AIRPLANES", Ref. MI-24-000109, Issue 02, shall be provided by Pilatus Aircraft Ltd. to each Operator together with a set of operational documentation listed in paragraph 25 of the current TCDS.
 - All required placards as listed in the AFM must be installed in the appropriate locations.
 - All inscriptions and placards inside and outside the aircraft related to rescue and emergency equipment and/or addressed to passengers must be bilingual: in English and in Russian.
 - Current weight and balance data together with a list of equipment included in the certificated empty weight, and loading instructions, when necessary, must be provided for each individual airplane.
 - No significant changes may be made to the installed cockpit equipment or arrangement (EFIS, autopilot, avionics, etc.), except as permitted by the approved MMEL, without prior approval.
- 23. All Weather Operation** PC-24 airplane is approved for flights into known and forecasted icing.
- 24. Ambient air temperature limits near the ground for take-off and landing** Operation of PC-24 aircraft is allowed at ambient air temperature near the ground not lower than - 54°C and not higher than + 50°C.

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25. Operational Documentation

Aircraft Flight Manual

PC-24 Aircraft Flight Manual (AFM), Pilatus Document No. 02371 Issue 03 (or later Revision) with Aircraft Flight Manual Supplement (AFM-S) for aircraft, certified by FATA, ref. Report 02454, Issue 01 or later Revision, approved by EASA.

Aircraft Maintenance Manual

PC-24 Aircraft Maintenance Manual (AMM), Pilatus Report No. 02378

Airworthiness Limitations

Airworthiness Limitations are contained in Chapter 4 of the Pilatus AMM. These limitations may not be changed without EASA and FATA approval.

MMEL

PC-24 Master Minimum Equipment List (MMEL), Pilatus Report No. 02384, approved by EASA is applicable with consideration of operational regulations effective in the Russian Federation.

Other

PC-24 Structural Repair Manual (SRM), Pilatus Report No. 02379;
 PC-24 Flight Crew Operating Manual (FCOM), Pilatus Report No. 02383;
 PC-24 Service Bulletins (SBs), Pilatus Report No. 02430;
 PC-24 Service Letters (SLs), Pilatus Report No. 02431

26. Other Operational Limitations

1. Operational Capabilities: IFR Day/Night; VFR Day/Night;
2. All airplanes equipped with Honeywell APEX system are RVSM capable;
3. Other operational limitations are referenced in the PC-24 Airplane Flight Manual (AFM) with Supplement for aircraft certified by FATA ref. Report 02454, Issue 01 (or later Revision) , approved by EASA.

27. Serial No. Eligible

MSN 101 and subsequent.

Section II. Additional Information

1. TCDS Change Record

TCDS Issue	Date	Description	Applicability
01	12.11.2020	Initial issue related with the Pilatus PC-24 aircraft certification in the Russian Federation	PC-24

Original document in Russian signed by Mr. Alexey Novgorodov, Deputy Director General