Type Acceptance Report

TAR 22/21B/3

PILATUS PC-24

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Executive Summary

New Zealand Type Acceptance has been granted to the Pilatus PC-24 based on validation of Type Certificate number EASA.A.594. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Section 2, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 22/21B/3 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically, the report aims to:

(a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and

(b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and

(c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

The report notes the status of all models included under the State-of-Design type certificate which have been granted type acceptance in New Zealand, which are listed in Section 2. The history of the Pilatus PC-24 type acceptance in New Zealand under type certificate EASA.A.594 is listed in Appendix 1.

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Type Certificate Holder:	Pilatus Aircraft Limited
Manufacturer:	Pilatus Flugzeugwerke AG
Type Certificate:	EASA.A.594
Issued by:	European Union Aviation Safety Agency
Production Approval:	CH.21G.0002

(b) Models Covered by the Part 21B Type Acceptance Certificate:

(i) **Model:** PC-24

MCTOW: 8300 kg (18300 lb.)

Max. No. of Seats: 12 (Minimum crew: 1; Maximum passengers: 11)

Noise Standard: ICAO Annex 16/CS36

Engine: Williams FJ44-4A-QPM

Normal Take-off Rating (NTO): 3420 lb.

Maximum Take-off Rating (MTO): 3600 lb.

Type Certificate: E3GL
Issued by: Federal Aviation Administration

3. Application Details and Background Information

The application for New Zealand type acceptance of the Pilatus PC-24 was from the aircraft manufacturer, dated 15 September 2021. The first-of-type example was serial number 119, registered ZK-JFL. The PC-24 is a twin-turbofan pressurised low-wing 10-seat light business jet, of conventional configuration and all metal construction.

Type Acceptance Certificate Number 22/21B/3 was granted on 22 June 2022 to the Pilatus PC-24 based on validation of Type Certificate number EASA.A.594. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

The PC-24 was a clean-sheet design intended to expand Pilatus's product range from the successful single-engine turboprop PC-12. The novel features of the PC-24 are its quick-change interior, large 17 square feet aft cargo door, and it is approved for short take-off and landing operations from unimproved runways. The cabin is designed to accommodate a variety of interior layouts, with a moveable cabin bulkhead to vary the amount of passenger and freight space. The standard configuration includes six executive seats, a forward lavatory and an aft galley. Other arrangements provide a maximum seating capacity of 10 passengers in the cabin. The FJ44-4A-QPM engine has a "Quiet Power Mode" for ground running to replace a traditional APU.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:

EASA Type Certificate Number EASA.A.594

Type Certificate Data Sheet no. EASA.A.594 at Issue 07 dated 20 January 2022 – Model PC-24 approved 7 December 2017

(2) Airworthiness design requirements:

(i) Airworthiness Design Standards:
The certification basis of the PC-24 per CRI A-01 is EASA CS-23, Certification Specifications for Normal, Utility, Aerobatic & Commuter Category Aeroplanes, Amendment 3, Effective 20th July 2012. (The PC-24 is type certificated in the Commuter Category.) Thirty six special conditions and six equivalent level of safety findings were reviewed and accepted by CAA.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41 and Advisory Circular 21-1A, as CS-23 is equivalent to FAR 23, which is the basic standard for Commuter Category Airplanes called up under Part 21 Appendix C. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

(ii) Special Conditions:
A number of EASA standard special conditions were applied due to novel or unusual design features. For the PC-24 this was the high performance and high altitude capability of the aircraft, which was not envisaged under CS 23. (Most involved reversion to CS 25 requirements). The following were in this category:

CRI B-01 Handling and Performance

CRI B-02 High Speed Characteristics

CRI B-03 Stall Speed Determination

CRI B-04 Contaminated Runways

CRI B-05 Stick Pusher

CRI C-01 Sonic Fatigue

CRI C-02 Pressurisation into Non-Pressurized Areas

CRI C-05 Dynamic Response

CRI C-06 Out of Trim Conditions (Structures)

CRI C-07 Round-the-clock Gust

CRI D-01 Take-Off Warning System

CRI D-02 Extension and Retraction Systems

CRI D-03 Wheels

CRI D-04 Brakes and Braking Systems

CRI D-05 Doors

CRI D-06 Bird Strike

CRI D-09 Operation above 41.000 ft

CRI E-01 Fuel Tank Crashworthiness

CRI E-04 Lines, Fittings and Components

CRI E-06 Powerplant Fire Extinguishing Systems

CRI E-10 Fuel Tank Ignition Prevention

CRI E-11 Induction System Ice Protection – Cold Soaked Fuel

CRI F-01 Battery Endurance Requirement

CRI F-03 Interaction of Systems and Structures

CRI F-110 Auto-throttle

CRI G-02 Approval process of digital AFM

A number of EASA standard special conditions were applied based on general certification experience, as follows:

CRI B-152 Human Factors

CRI E-59 Engine Installation (Rain Conditions)

CRI E-102 Single Point Defueling

CRI F-07 Data Link Services Recording

CRI F-15 Airworthiness Information Security

CRI F-52 Protection from the Effects of HIRF

CRI F-54 Protection from the Effects of Lightning Strike, Indirect Effects

CRI F-58 Lithium Battery Installations

CRI F-62 Flight Instrument External Probes – Qualification in Extended Icing Conditions

CRI O-01 Steep Approach

CRI O-04 Towbarless Towing Loads

CRI AWO-101 CAT II requirements for CS 23 aeroplane

(iii) Equivalent Level of Safety Findings:

CRI E-56 Powerplant System Indications – This ELOS allows digital-only presentation of high pressure rotor speed (N2), oil pressure, oil temperature, EGT, and fuel flow.

CRI F-05 IMA Individual Circuit Protection – An alternative means of compliance was required because evolution of modern integrated avionics technology with multiple functions means that it is difficult or impossible to isolate individual circuits.

CRI F-90 ASI Flaps Markings on PFD – Specifies criteria for the APEX linear airspeed moving vertical tape indicator which includes airspeed awareness cues that are equivalent or superior to the cues provided by traditional round dial type indicators.

CRI F-108 ESIS 3rd ATT Indicator (ESIS) Compliance to CS 23.1303 – The PC-24 does not have a Ram Air Turbine nor an APU when airborne. Pilatus proposed compensating features to show an equivalent level of safety in the event of loss of all generated power.

CRI F-111 Mechanical Magnetic Compass-Flight Deck without Whisky Compass – The PC-24 does not have a traditional Mechanical Magnetic Compass. The standby function is taken over by the ESIS L3 ESI-1000 interfaced with a L3 MAG-3100 magnetometer.

CRI F-112 Pressurization and Pneumatic systems – bleed air level compliance - The PC-24 has a relatively complex combined pneumatic, ice-protection and environmental control system located in the rear part of the fuselage. A burst disk installation guarantees sufficient margin to the burst pressure level utilised for some of the components.

(iv) Airworthiness Limitations:

Airworthiness Limitations are contained in Chapter 4 of the Pilatus Aircraft Maintenance Manual.

(v) Exemptions:

CAR §91.209(b)(2)(i), 209(b)(2)(ii), .209(b)(3) requires during any time the aircraft is being operated from flight level 350 up to and including flight level 410, (i) one pilot to wear and use an oxygen mask that either supplies supplemental oxygen at all times or automatically supplies supplemental oxygen whenever the cabin pressure altitude exceeds 13,000 feet AMSL; or (ii) two pilots to be at their pilot stations and each pilot to have access to an oxygen mask that can be placed on the face and supplying oxygen within 5 seconds; and (3) during any time the aircraft is being operated above flight level 410, require one pilot at a pilot station to wear and use a demand oxygen mask at all times. Pilatus was granted Exemption 22/EXE/38 for relief against these requirements up to FL 430 on the basis that pilots have access to quick-donning oxygen masks which can be placed on the face and supply oxygen within 5 seconds, and on condition that pilots must undergo initial and annual decompression, emergency descent and oxygen mask donning training in the relevant flight simulator.

(3) Aircraft Noise and Engine Emission Standards:

(i) Environmental Standard:

The PC-24 has been certificated for engine emissions and fuel venting under ICAO Annex 16 Volume II, Chapter 2, amendment 6 (CS-34).

The PC-24 has been certificated for noise under ICAO Annex 16, Volume I, Chapter 1, amendment 9 (CS-36, Amendment 2).

CRI N-01 Noise Standards – Pilatus elected to comply with the latest noise certification requirements prescribed in Chapter 4 of ICAO Annex 16, Volume 1, 6th edition, Amendment 10.

CRI N-02 Reference T/O-speed for Part 23 Jet Noise Certification – ICAO Annex 16 Amendment 10 has the option to develop a reference take-off profile by using performance speed V_2 that is determined in accordance with CS-25, on the basis that SC B-01 and B-03 bring the take-off safety speed Vsr closer to the CS-25 requirement for definition of V_2.

CRI N-03 Use of NTO vs. MTO – The PC-24 incorporates an Automatic Thrust Reserve (ATR) capability to boost the remaining engine from NTO to the MTO rating in the event of loss of thrust. The NTO thrust rating is supported by AFM performance and procedures. If the NTO throttle position is exceeded for any reason maintenance action will be required for further flight. On this basis Pilatus carried out noise testing using the NTO thrust rating of 3,420lbs.

(ii) Compliance Listing:
EASA TCDSN.A.594 at Issue 2 dated 11 October 2018.

Configuration:	Noise Level (EPNL)			
	Take-off Weight:	Lateral:	Flyover:	Approach:
PC-24	8005 kg	90.9	77.5	91.5
PC-24	8300 kg	90.4	78.2	92.0

(4) Certification Compliance Listing:

Engineering Report ER-24-000222 PC-24 Certification Compliance List (CCL)

ER-24-000617 PC-24 Aircraft Description Document (ADD) – Issue 06

(5) Flight Manual: EASA-Approved Airplane Flight Manual for the Pilatus PC-24
Pilatus Document No. 02371 – CAA Accepted as AIR 3975

(6) Operating Data for Aircraft:

(i) Maintenance Manual:
PC-24 Aircraft Maintenance Manual (AMM) – Pilatus Report No. 02378

PC-24 Structural Repair Manual (SRM) – Pilatus Report No. 02379

PC-24 Tool and Equipment Manual (TEM) – Pilatus Report No. 02380

PC-24 Wiring Diagram Manual (WDM) – Pilatus Report No. 02381

(ii) Current service Information:
PC-24 Service Bulletins (SB) Index List – Pilatus Report No. 02430

PC-24 Service Letters (SL) Index List – Pilatus Report No. 02431

(iii) Illustrated Parts Catalogue:
PC-24 Illustrated Parts Data (IPD) – Pilatus Report No. 02377

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

CAA 2171 Form from Pilatus Director of Airworthiness dated 15-09-2021
(Access to technical documentation is provided through the X-ContentPortal.)

(8) Other information:

PC-24 Flight Crew Operating Manual (FCOM) – Pilatus Report No. 02383

PC-24 Master Minimum Equipment List (MMEL) – Pilatus Report No. 02384

PC-24 Master Maintenance & Operating Procedures (MMOP) – Doc. No. 02422

PC-24 Flight Crew Data (FCD) – Pilatus Report No. 02423

PC-24 Simulator Data: Validation Data Roadmap (VDR) Report ER-24-001168

PC-24 Ground Servicing Guide – Pilatus Report No. 02484

5. New Zealand Operational Rule Compliance

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 has been assessed as they are a prerequisite for the grant of an airworthiness certificate.

Civil Aviation Rules Part 26

Subpart B – Additional Airworthiness Requirements

Appendix B – All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	***To be determined on an individual aircraft basis***
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	Not Applicable – Agricultural Aircraft only

Appendix C – Air Transport Aeroplanes – More than 9 Pax

The PC-24 has a maximum passenger seating capacity of up to ten in the commuter configuration, plus one or two pilots. The standard executive configuration is a 6-seat arrangement with forward lavatory and aft galley. The aircraft is approved for single-pilot operation.

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
C.1	Doors and Exits	CS §23.783(c) Commuter Category
C.2.1	Additional Emergency Exits – per FAR 23.807(b) @ 10.5.93	CS §23.807(a) and (b)
C.2.2	Emergency Exit Evacuation Equipment – Descent means	Not Applicable – exits less than 2m from ground
C.2.3	Emergency Exit Interior Marking – Size/self-illuminating	CS §23.807(d) Commuter Category
C.3.1	Landing Gear Aural Warning – Automatic Flap Linking	CS §23.729(f)

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:	
91.505	Seating and Restraints – Safety belt/Shoulder Harness		CS §23.785(b) – Seats comply with TSO C127. The PC-24 certification basis includes CS §23.562.	
91.507	Pax Information Signs – Smoking, safety belts fastened		CS §23.791	
91.509	Minimum Instruments and Equipment			
	(1) ASI	CS §23.1303(b)	(8) Coolant Temp	N/A – Turbofan
	(2) Machmeter	CS §23.1303(g)(1)	(9) Oil Temperature	CS §23.1305(a)(3)
	(3) Altimeter	CS §23.1303(b)	(10) Manifold Pressure	N/A – Turbofan
	(4) Magnetic Compass	CS §23.1303(c)	(11) Cylinder Head Temp.	N/A – Turbofan
	(5) Fuel Contents	CS §23.1305(a)(1)	(12) Flap Position	CS §23.699
	(6) Engine RPM	CS §23.1305(c)(5)	(13) U/c Position	CS §23.729(d)
	(7) Oil Pressure	CS §23.1305(a)(2)	(14) Ammeter/Voltmeter	CS §23.1351(d)
91.511	Night VFR Instruments and Equipment		PC-24 is fully equipped and approved for Night operations	
91.513	VFR Communication Equipment		APEX includes dual KTR-2280A Multi-Mode Digital Radios (MMDR). (KHF-1050 HF Radio is an option.)	
91.517	IFR Instruments and Equipment		PC-24 is fully equipped and approved for IFR operations	
91.519	IFR Communication and Navigation Equipment		APEX includes dual GNSSU (KXP 2290A), VOR/ILS, ADF (MMDR), DME (KN63) and FMS.	
	The PC-24 is approved for Day and Night VFR / IFR single-pilot operations, and Flight into Known Icing Conditions. The PC-24 is equipped with the Honeywell APEX integrated avionics system, which is marketed as the PC-24 Advanced Cockpit Environment (ACE™). Avionics capability includes the following functions: Use of GNSS for Area Navigation; B-RNAV; RNP 4/10, Oceanic/Remote; P-RNAV, RNP 1/2; RNP APCH. Situational awareness function capability (Weather radar, Stormscope Lightning detection, XM weather, Global Weather, TAWS (EGPWS), TCAS, CDTI, 2D Moving Maps and Charts).			
91.523	Emergency Equipment: (a) More Than 9 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily accessible to crew (c) More than 61 pax – Portable Megaphones per Table 9		***Operational Rule – Compliance as applicable*** CS §23.851 – Two fitted as standard (Note: these are Halon-free handheld extinguishers meeting ETSO-2C515) Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats	

91.529	Aircraft Emergency Location System (AELS) and ELT	Kannad ELT 406AF (TSO C126) fitted as standard
91.531	Oxygen Indicators – above 13 000 feet AMSL shall be equipped with means to indicate to the flight crew— (i) the amount of oxygen available whether the oxygen is being delivered to the dispensing units; and (ii) of a pressurised aircraft, by visual or aural warning if cabin pressure altitude exceeds 10 000 feet AMSL; & (2) to each user of a dispensing unit, the amount of oxygen available and whether it is being delivered.	Oxygen quantity is indicated on the ECS synoptic page. Unavailability to the crew or passengers is monitored through a pressure switch. The crew mask stowage box includes a flow indicator. Cabin altitude CAS is triggered at 10'000 ft, if the take-off and landing field elevation is below 8'000ft.
91.535	Supplemental Oxygen for Pressurised Aircraft: (1) Flight Crew Member On-Demand Mask; (2) Pax mask, Portable oxygen equipment (3) Crew Member – Pax Oxygen Mask and Portable (4) Minimum Supplemental Oxygen Quantity must be: (i) 45 minutes supply for each flight crew member; & (ii) 12 minutes for each flight attendant and each pax. (5) Specified Supplemental/Therapeutic oxygen quantity (ii) if cannot descend to below FL140 within 4 minutes —a quantity to provide oxygen for all pax for the period that cabin pressure altitude exceeds 14 000 feet AMSL: (iii) oxygen for 10% of the passengers for 30 minutes: (iv) oxygen for continuous use by 1% of the passengers. **Above FL250** (The PC-24 has been approved for high altitude operations (above 41'000 feet) by EASA Special Conditions. Maximum Operating Altitude is 45,000 ft.) (1) Quick-Donning Crew On-Demand Mask (2) Supplemental O_2 Masks for all Pax/Crew and Toilets (3) 15 Minutes Therapeutic Supply **Above FL300** (1) Total Outlets Exceed Pax Seats by 10% (2) Extra units uniformly distributed throughout aircraft (3) Automatically presented if Cabin Altitude ≥ 14000 ft. (4) Manual Means of Deploying Pax Masks Available	(1) Quick-donning on-demand oxygen masks are readily available for each crew member (TSO C78a/ETSO 2C78, TSO C89a/ETSO C89.) (2) 202 litre Portable Oxygen Cylinder is an Option. (3) Continuous flow type masks for each passenger are provided. Mask distribution cover all seat configurations (e.g. swivelling seat) and the presence of infants. (4) Maximum consumption at 10'000ft: 11.9 litres/min 11.9 litre/min * 2 crew * 45min = 1071 litre 4.3 litres per minute for pax and cabin crew mask 4.3 litre/min * 10 passenger * 12min = 516 litre Required Quantity = 1587 l Standard Cylinder = 1906 l (5) Emergency descent rate: 7'000ft/min. From max ceiling FL450 to FL140 is over 4 minutes. (26 seconds) 10% : 4.3 litre/min * 1 pax * 30 min = 129 litres 1% : Available 1906 l; Consumption by 10 passenger and 2 crew in emergency descent: 269 l; Remaining available time: 1637l/4.3l/min = 381min. i.e. ≥ aircraft endurance 129 l + therapeutic oxygen for 1 px (10% of 10); 15 min at 4LPM = 60 l; total: 189 l < 202 l portable cylinder. The minimum number of masks, including lavatory, is always at least one more than the number of seats. Automatic mask deployment is at maximum 13'000ft. The passenger oxygen control valve has manual position.
	Note: See Exemption 22/EXE/38 for dispensation against CAR 91.203(b)(2)(i), (b)(2)(ii), and (b)(3)	
91.541	SSR Transponder and Altitude Reporting Equipment	APEX includes dual KXP 2290A Mode S Transponders with ADS-B Out capability. (ADS-B In is an option.)
91.543	Altitude Alerting Device – Turbojet or Turbofan	The PC-24 has two fully digital three-axis Automatic Flight Control Systems (AFCS) with Altitude Hold mode.
91.545	Assigned Altitude Indicator	Not Applicable – Altitude Alerting Device fitted.
A.15	ELT Installation Requirements	***To be determined on an individual aircraft basis***

Civil Aviation Rules Part 125

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:
125.355	Seating and Restraints		CS §23.785
125.357	Additional Instruments (Powerplant and Propeller)		Meets equivalent standard CS §23.1305
125.359	Night Flight	Landing light, Pax compartment	PC-24 is fully equipped and approved for Night operations
125.361	IFR Operations	Speed, Alt, spare bulbs/fuses	PC-24 is fully equipped and approved for IFR operations
125.361	(a) IFR All Operations – Additional Independent ASI and Altimeter; Spare bulbs and spare fuses.		Second independent ASI and Altimeter fitted as standard. Spare bulbs and fuses not required.
125.363	Emergency Equipment (Part 91.523 (a) and (b))		***Operational Rule – Compliance as applicable***
125.364	Protective Breathing Equipment		Not Applicable – Less than 20 passenger seats
125.365	Public Address and Crew Member Intercom System		CS §23.1431 (c) – KMA-29 Audio/Marker System fitted.
125.367	Cockpit Voice Recorder – Appendix B.3: TSO C84/C123 Not Required – AFM Minimum Flight Crew is one (§2.12)		L3 LDR 1000 lightweight data recorder is fitted as standard. (TSO-C197 & ETSO-2C197) Certified to ED155. L3 FA5031 flight data recorder and FA5033 cockpit voice recorder is optional. (E/TSO C123b, 124b, 121b, 155, 177) ED-112 compliant (FAR91, FAR135, EU-OPS1)
125.369	Flight Data Recorder – Appendix B.4: TSO C124 Required if configured with ten or more passenger seats.		
125.371	Additional Attitude Indicator		CS §23.1303(g)(3) – L3 technologies ESI-1000 (ESIS) fitted
125.373	Weather Radar Appendix B.6 requires TSO C63		APEX includes one RDR-2100 or RDR-7000 weather radar. (XMD 157 XM satellite WX receiver is optional).
125.375	GPWS – Appendix B.7 requires TSO C92		N/A – TAWS fitted
125.377	AEDRS – Required for SE IFR – Meets Appendix B.8		Not Applicable – Not SEIFR
125.379	Terrain Awareness and Warning System (TAWS) Appendix B.9 requires TSO C151a or b		An enhanced ground proximity warning system (EGPWS) is installed as standard component of APEX to TSO C151c
125.381	Airborne Collision Avoidance System (ACAS II) Appendix B.10 requires TSO C118/119a or C119b/c		APEX includes one TPA-100C Traffic Alert and Collision Avoidance System (TCAS) II processor to TSO C119c

NOTES:

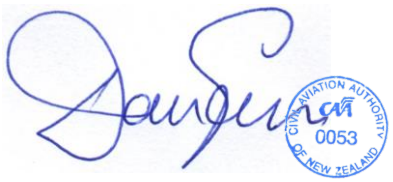
1. The Pilatus PC-24 would operate under Part 125 for Air Transport operations because it has a MCTOW over 5700 kg and a payload under 3410 kg. (Maximum payload is 1134 kg. – See Report ER-24-000617)
2. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.
3. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.
4. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

Copy of Type Certificate Data Sheet Number EASA.A.594

Sign off



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David Gill
Team Leader Aircraft Inspection

……..
Checked – Lino Miguel
Certification Engineer

Appendix 1

List of Type Accepted Variants:

Model:	*Applicant:*	*CAA Work Request:*	*Date Granted:*
PC-24	Pilatus Aircraft Limited	22/21B/3	22 June 2022

Appendix 2

3-view drawing Pilatus Model PC-24