

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0380A
版次/Revision:0
型号/Type:PC-24
型别/Model:
PC-24

批准人/Approved By:



职务/Title: Director General
日期/date: 2024年06月28日

本数据单是型号认可证（编号：VTC0380A）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。
This data sheet, which is part of Validation of Type Certificate (No: VTC0380A), prescribes condition and limitation under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:
PILATUS Aircraft Ltd.
Pilatusstrasse 1, 6371 Stans
Switzerland

第1部分 概述
SECTION 1 General

1. 型号认可证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and Issuance date	型号合格证数据单号，版次和颁发日期 Type Certificate Data Sheet Number, Revision and Issuance date
当前/ Current	No.VTC0380A，版次0 日期：2024年06月28日 No. VTC0380A; Revision 0, Date of Issue: 2024-06-28	EASA.A.594 Issue 8 13 Oct 2023

注：上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference

认可数据单修订记录/ Change Record of the VTCDS

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
版次0/Rev 0	首次发布 First Issue	

2. 适航类别/Airworthiness Category: 通勤类飞机/Commuter airplane

3. 认可当局/Validation Authority:中国民用航空局/CAAC
审定当局/Certifying Authority:欧洲航空安全局/EASA

4. 型号合格证持有人/Type Certificate Holder:

PILATUS Aircraft Ltd.
Pilatusstrasse 1, 6371 Stans
Switzerland

5. 生产制造商/Manufacturer

PILATUS Aircraft Ltd.
Pilatusstrasse 1, 6371 Stans
Switzerland.

第2部分 数据（型别：PC-24）

SECTION 2 DATA（Models: PC-24）

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 Category
PC-24	2012年7月9日 9 July 2012	2017年12月7日 7 December 2017	通勤类 Commuter category

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC的认可审定基础由EASA的审定基础和CAAC的附加技术条件组成。

The CAAC validation certification basis consists of the EASA certification basis and the CAAC additional technical conditions.

EASA审定基础/EASA certification basis

详见EASA型号合格证数据单EASA.A.594 Issue 8中的PC-24型别的审定基础，除以下内容外/ Refer to EASA Type Certificate Data Sheet No. EASA.A.594 Issue 8, except:

中国民用航空局附加技术条件/CAAC Additional Technical Conditions:

(1) 根据CCAR21.29(5)规定，PC-24上所有对旅客进行的提示、警告或通知的文字标记和标牌应当至少有中文表述；PC-24上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌应当至少有中文表述，且旅客可能使用的PC-24上所有应急设备的操作使用说明应必须为中文表述。

As per CCAR 21.29(5), all literal markings and placards on PC-24 used for advising, warning or notifying passengers must be at least in Chinese. All literal markings and placards on PC-24 used for indicating passengers or outboard rescue personnel of the location of emergency exits and doors and their means of opening must be at least in Chinese, and all operation instructions of PC-24 emergency equipment that may be used by passengers must be in Chinese.

(2) PC-24的燃油系统必须经评估以表明当使用3号喷气燃料（符合中华人民共和国国家标准GB6537）时性能满足要求。表明性能满足要求的数据必须在其在中国运营之前得到EASA的批准。

The fuel system of PC-24 must be evaluated to demonstrate the satisfactory performance when using No.3 Jet Fuel (conforming to P.R.C National Standard GB 6537). The data demonstrating satisfactory performance must be provide to the EASA for approval before its operation in China.

(3) 根据CCAR23.2，对于每一架由Pilatus Aircraft Ltd.在1986年12月12日之后生产的PC-24，必须表明每个乘员座椅均装有满足本条(a)、(b)和(c)要求的安全带和肩带。

As per CCAR23.2, for each PC-24 manufactured after December 12, 1986, Pilatus Aircraft Ltd. must show that each occupant's seat is equipped with a safety belt and shoulder harness that meets the requirements of paragraphs (a), (b), and (c) of this section.

(a) 每个乘员座椅必须具有一套单点脱扣的组合式安全带和肩带。每个驾驶员的组合式安全带和肩带必须允许驾驶员在系上安全带和肩带就座时能够完成飞行操作所有必需的功能。安全带和肩带不使用时必须有措施将其固定，以免妨碍航空器的操作和应急情况下的快速撤离。

Each occupant's seat must have a combined safety belt and shoulder harness with a

single-point release. Each pilot's combined safety belt and shoulder harness must allow each pilot, when seated with safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. There must be a means to secure belts and harnesses, when not in use, to prevent interference with the operation of the aircraft and with rapid egress in an emergency.

(b) 必须用安全带加上能防止头部与任何伤害性物体碰撞的肩带，保护每个乘员免受严重的头部损伤。

Each occupant must be protected from serious head injury by a safety belt plus a shoulder harness that will prevent the head from contacting any injurious object.

(c) 在适用的情况下，安全带和肩带必须满足航空器审定基础规定的静强度和动强度要求。

The safety belt and shoulder harness must meet the static and dynamic strength requirements, if applicable, specified by the aircraft type certification basis.

(d) 对本条而言，制造日期按下列日期确定：

For purposes of this section, the date of manufacture is either—

(i) 反映航空器完工并满足欧盟航空安全局批准的型号设计资料的验收检查记录或等效记录的日期；或

The date the inspection acceptance records, or equivalent, reflect that the aircraft is complete and meets the EASA-Approved Type Design Data; or

(ii) 外国适航当局证明该航空器完工并颁发初始标准适航证或等效文件的日期。

The date that the foreign civil airworthiness authority certifies the aircraft is complete and issues an original standard airworthiness certificate, or equivalent, in that country.

生产依据/ Production Basis:

生产组织批准：CH.21G.0002。

Production Organization Approval : CH.21G.0002.

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations

型号设计定义/Type Design Definition:

500.00.24.001

描述/Description:

PC-24型飞机是一款下单翼商务机，由两台后置的Williams FJ44-4A-QPM双轴涡扇发动机提供动力，起飞推力为3,420磅，采用T型尾翼构型和可伸缩起落架。

The PC-24 is a low-wing Business aircraft, powered by two rear-mounted Williams FJ44-4A-QPM twin spool turbofan engines of 3,420 lbs take-off thrust rating, with a T-tail configuration and a retractable undercarriage.

PC-24型飞机座在其最大运行海拔高度45'000英尺下座舱增压至8000英尺海拔高度。

The PC-24 is pressurized with an 8'000 ft cabin altitude at its maximum operating altitude of 45'000ft.

它的客舱最多可容纳10名乘客和1或2名飞行员。标准座位配置是6个座位的行政布局，包括前部厕所和后部厨房。飞机可以由一名或两名飞行员驾驶。

It has a maximum seating capacity of up to 10 passengers in the cabin and 1 or 2 pilots. Standard seating configuration is a 6-seat executive arrangement with forward lavatory and aft galley. The aircraft may be flown with one or two pilots.

PC-24的一个独特特征是能够使用两扇门同时运输乘客和货物。PC-24在驾驶舱后

的左侧有一个乘客门，在客舱后部左侧机翼的后面有一个大货舱门，在机翼上方有两个应急出口，在客舱两侧各有一个。

A unique feature of the PC-24 shall be the capability of transporting a mixture of passengers and cargo, using the two doors. The PC-24 has a passenger door on the left hand side behind the cockpit, a large cargo door at the back of the cabin on the left hand side behind the wing and two over wing emergency exits, one on each side of the cabin.

PC-24飞机被设计为能够在短距机场(<2'650英尺)起飞和降落。

The PC-24 aircraft is designed to be able to take-off and land in short airfields (<2'650ft)

几何尺寸/Dimensions:

主翼展/Main Wing Span:	17'000 mm	(55 ft 9 in)
机长/Length:	16'800 mm	(55 ft 1 in)
机高/Height:	5'400 mm	(17 ft 4 in)
总机翼面积/Total Wing Area:	30.91 m ²	(332.7 ft ²)

发动机/Engines:

2台Williams International的FJ44-4A-QPM涡扇发动机，每台标准起飞推力3,420 lbf，安装在后机舱两侧的短舱内。发动机型号合格证编号：IM.E.016，型号认可证编号：NAVTC0177E，型号认可证数据单版次3。

2 Williams International FJ44-4A-QPM Turbofan engines of 3,420 lbf normal take-off thrust each, situated in nacelles on each side of the rear fuselage. Engine Type Certification No. IM.E.016, VTC No. NAVTC0177E, VTCDS Revision 3.

发动机限制/Engine Limits:

参考Williams International公司FJ44-4A-QPM发动机最新版次的数据单TCDS No. IM.E.016。

Refer to latest revision TCDS No. IM.E.016 Williams International Engine FJ44-4A-QPM.

滑油温度/Oil Temperature:

参考Williams International公司FJ44-4A-QPM发动机最新版次的数据单TCDS No. IM.E.016

Refer to latest revision TCDS No. IM.E.016 Williams International Engine FJ44-4A-QPM.

燃油/Fuel:

参考Williams International公司发动机安装和运行说明110675-201 FJ-44-4A-QPM (73200-201) (包括 JET A, JET A-1, JP-8, TS-1)

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).

3号喷气燃料（符合中华人民共和国国家标准GB 6537）

No.3 Jet Fuel. (conforming to P.R.C. National Standard GB 6537)

不需要燃油防冰添加剂。

Fuel Anti-Ice Additives are not required.

滑油/Oil:

参考Williams International公司发动机安装和运行说明110675-201 FJ-44-4A-QPM

(73200-201) (包括Mobil Jet II, Mobil 254)

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)

燃油和滑油油量/Fuel and Oil Capacities:

燃油/Fuel:

总量/Total:	3,389 lt (894 US Gal)	2,721 kg (6,000 lb)
可用/Usable:	3,369 lt (890 US Gal)	2,705 kg (5,964 lb)
不可用/Unusable::	20 lt (5.3 US Gal)	16 kg (35 lb)

滑油/Oil:

总量/Total:	5.5 lt (5.85 qts)
可用量/Usable quantity:	4.3 lt (4.63 qts)

空速/Air Speeds:

V _{MO} (最大使用速度/maximum operating speed)	290 KEAS
M _{MO} (最大使用马赫数/maximum operating Mach number)	0.74
V _D (最大俯冲速度/maximum diving speed)	360 KEAS
M _D (最大俯冲马赫数/maximum diving Mach number)	0.81
V _A (在最大起飞重量下的机动速度/manoeuvring speed at MTOW)	
-适用于设计重量增加的飞机MSN501和以上序列号。 -For aircraft with Design Weight Increase MSN 501 and up	187 KEAS
-适用于飞机MSNP03, MSN101至130中在SB 42-002之后的飞机序列号, 和MSN131至500序列号。 -For aircraft MSN P03, MSN 101 through 130 - Post SB 42-002, and MSN 131 through 500	185 KEAS
V _C (设计巡航速度/design cruising speed)	290 KEAS
V _{FE} (最大襟翼展态速度/max. flap extended speed)	
8° 襟翼/Flap(起飞/Take-Off)	200 KEAS
15° 襟翼/Flap(进近/Approach)	200 KEAS
33° 襟翼/Flap(着陆/Landing)	175 KEAS
V _{LO} (最大起落架使用速度/maximum landing gear operating speed)	
放下/Extension	250 KEAS
收起/Retraction	200 KEAS
V _{LE} (最大起落架放下状态速度/maximum landing gear extended speed)	250 KEAS
V _{SO} (失速速度, ISA, 海平面, 最大着陆重量, 着陆构型/stall speed, ISA, sea level, max landing weight, landing configuration)	
-适用于设计重量增加的飞机MSN501和以上序列号。 -For aircraft with Design Weight Increase MSN 501 and up	83 KCAS

-适用于飞机MSNP03, MSN101至130中在SB 42-002之后的飞机序列号, 和MSN 131至500序列号。 -For aircraft MSN P03, MSN 101 through - 130 Post SB 42-002, and MSN 131 through 500	82 KCAS
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最大运行高度/Maximum Operating Altitude:

13'716 m / 45'000 ft

见注释4 (see note 4)

运行能力/Operational Capabilities:

仪表飞行昼/夜; 目视飞行昼/夜, 已知结冰环境飞行 (注释6)

IFR Day/Night; VFR Day/Night, FIKI (Note 6)

最大重量/Maximum Weight:

适用于设计重量增加的飞机MSN501和以上序列号。

For aircraft with Design Weight Increase MSN 501 and up

地面停机和滑跑/Taxi and ramp 8'545 kg (18'840 lbs)

起飞/Take-off 8'500 kg (18'740 lbs)

着陆/Landing 7'865 kg (17'340 lbs)

零燃油/Zero fuel 6'650 kg (14'660 lbs)

适用于飞机MSN P03, MSN101至130中在SB 42-002之后的飞机序列号, 和MSN 131至500序列号。

For aircraft MSN P03, MSN 101 through 130 - Post SB 42-002, and MSN 131 through 500

地面停机和滑跑/Taxi and ramp 8'345 kg (18'400 lbs)

起飞/Take-off 8'300 kg (18'300 lbs)

着陆/Landing 7'665 kg (16'900 lbs)

零燃油/Zero fuel 6'450 kg (14'220 lbs)

适用于MSN101至130中在SB 42-002之前生产的飞机序列号。(见注释13)

For aircraft MSN 101 through 130 - Pre SB 42-002 (see Note 13)

地面停机和滑跑/Taxi and ramp 8'050 kg (17'750 lbs)

起飞/Take-off 8'005 kg (17'650 lbs)

着陆/Landing 7'370 kg (16'250 lbs)

零燃油/Zero fuel 6'100 kg (13'450 lbs)

重心范围/Centre of Gravity Range:

图示PC-24重心限制, 包含了所有可预见到的乘客和货物载荷。

Figure shows the PC-24 Centre of Gravity (CG) limits, which accommodate all of the foreseen passenger and cargo loadings.

青色: 飞机MSN501和以上序列号。(MTOW 8500 kg, MLW 7865 kg)

In Cyan: Aircraft MSN 501 and up (MTOW of 8500 kg, MLW 7865 kg)

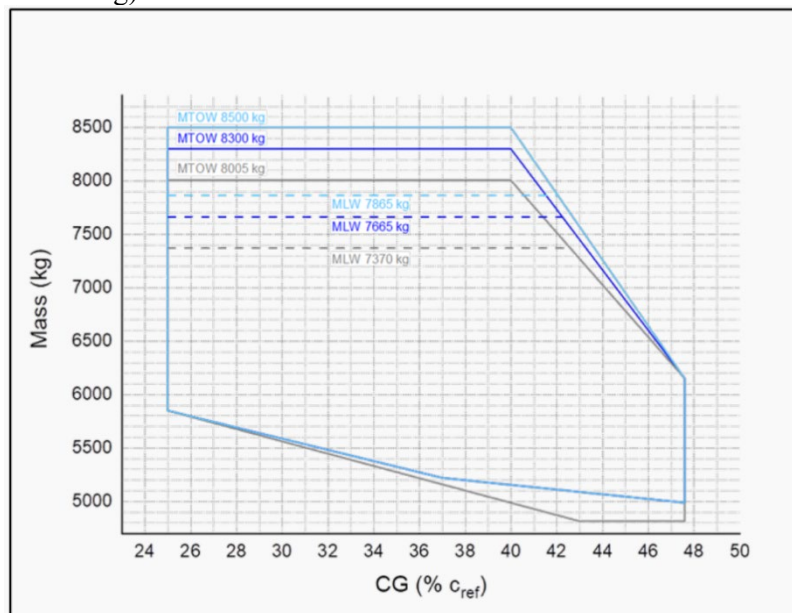
蓝色: 飞机MSN P03, MSN101至130中在SB 42-002之后生产的飞机序列号, 和MSN 131至500序列号。(MTOW 8300 kg, MLW 7665 kg)

In Blue: Aircraft MSN P03, 101 through 130 - Post SB 42-002, and 131 through 500

(MTOW 8300 kg, MLW 7665 kg)

灰色: MSN101至130中在SB 42-002之前的飞机序列号。(见注释13)
(MTOW 8005 kg, MLW 7370 kg)

In Gray: Aircraft MSN 101 through 130 Pre SB 42-002 (see Note 13) (MTOW 8005 kg, MLW 7370 kg)



平均气动弦/Mean Aerodynamic Chord (MAC):

1.997 m (6ft 6")

水平测量措施/Levelling Means:

参考PC-24飞机飞行手册, 第6章。

Refer to the PC-24 Airplane Flight Manual, Section 6

最小飞行机组/Minimum Flight Crew:

1名驾驶员 (见注释8)

1 Pilot (see Note 8)

最大乘客座椅数/Maximum Passenger Seating Capacity:

行政内部构型: 8座, 不包括驾驶座 (见注释9,10和11)。一个可选的配置可以在第一排座椅的左侧和右侧搭载两名额外的婴儿。

Executive Interiors Configuration: 8 PAX excluding pilot seats (see Note 9, 10 and 11).
An optional fit allows two additional infants to be carried at the first seating row on the left and right sides.

通勤内部构型: 10座, 不包括驾驶座 (见注释9,10和11)

Commuter Interior Configuration: 10 PAX excluding pilot seats. (see Note 9, 10 and 11).

参照PC-24飞机飞行手册第6部分, 对乘客和机组的载重规定及批准的配置。

Refer to the PC-24 Airplane Flight Manual, Section 6, for passengers and flight crew loading instructions and approved configurations.

出口数量和类型/Exit: Nb. and Type:

3个出口 (前舱LH乘客门和两个机翼上方的应急出口, 机舱两侧各一个) 和一个货

舱门 (LH后舱)

3 exits (fwd cabin LH passenger door and two over wing emergency exits, one on each side of the cabin) and 1 cargo door (LH rear cabin)

行李/货物装载/Baggage / Cargo Loading:

参照PC-24飞机飞行手册, 第6部分

Refer to the PC-24 Airplane Flight Manual, Section 6

机轮和轮胎/Wheels and Tyres:

机轮/Wheels:

前起落架/Nose Landing Gear: Parker 40-479

主起落架/Main Landing Gear: Parker 40-478

轮胎/Tyres:

	尺寸 /Dimension	层数等级 / Ply Rating	速度等级 / Speed Rating
前起落架/Nose Landing Gear:	450x190-5	8 (PR)	190 (MPH)
主起落架/Main Landing Gear:	24x7.7	10 (PR)	190 (MPH)

经批准的中文标记标牌/ The Approved Chinese Placards

以下资料中所包含的中文标记标牌的中文表述已由CAAC接受:

The Chinese Placards involved in the following data have been accepted by CAAC:

序号 Code	标题 Title	编号 Number	版本 Issue
1	Chinese Placards for PC-24 AFM Supplement	MI-24-000144	2

4. 操作和服务指南/Operating and Service Instructions

飞机飞行手册/Aircraft Flight Manual (AFM):

飞机操作必须按照如下定义的欧洲航空安全局批准的PC-24飞机飞行手册和飞机飞行手册补充页:

Airplane operation must be in accordance with the EASA approved PC-24 Airplane Flight Manual and AFM supplements as define below:

生产序列号P03, 101及以上

MSN P03, 101 and up

Pilatus报告No. 02371

Pilatus Report No. 02371

飞行维修手册/Aircraft Maintenance Manual (AMM):

飞机维修必须按照如下定义的文件:

Airplane maintenance must be in accordance with the document as defined below:

生产序列号P03, 101及以上

MSN P03, 101 and up

Pilatus报告No. 02378

Pilatus Report No. 02378

结构修理手册/Structural Repair Manual (SRM):

飞机修理必须按照如下定义的文件:

Airplane Repairs must be in accordance with the document as define below:

生产序列号P03, 101及以上

Pilatus报告No. 02379

MSN P03, 101 and up

Pilatus Report No. 02379

飞行机组操纵手册/Flight Crew Operating Manual (FCOM):

生产序列号P03, 101及以上

Pilatus报告 PC-24 No. 02383

MSN P03, 101 and up

Pilatus Report PC-24 No. 02383

服务通告/Service Bulletins (SBs):

所有 Pilatus PC-24 通告都在以下文件中列出:

All Pilatus PC-24 Bulletin are listed in the following document:

生产序列号P03, 101及以上

Pilatus 报告 No. 02430

MSN P03, 101 and up

Pilatus Report No. 02430

所有Pilatus PC-24 服务信函都在以下文件中列出:

All Pilatus PC-24 Service Letters are listed in the following document:

生产序列号 P03, 101 及以上

Pilatus 报告 No. 02431

MSN P03, 101 and up

Pilatus Report No. 02431

RVSM 能力 (MSN P03, 101及以上序列号) /RVSM capability for PC-24 MSN P03, 101 and up:

所有安装霍尼韦尔 APEX 系统的飞机具备 RVSM (缩小垂直间隔标准) 运行能力, 其使用方法在飞机飞行手册第003期第1版 (或后续版本) 和飞机维修手册第005期第00版或欧盟航空安全局批准的后续版本中给出。

All airplanes equipped with Honeywell APEX system are RVSM capable, provided the operator follows the AFM Issue 003 Revision 1 (or later revisions) and the AMM Issue 005 Revision 00, or later EASA approved revisions.

5. 注释/Notes

注释/NOTE 1:

颁发适航证的要求/Requirements for the issue of the C. of A.

适用的适航规章中规定的最低设备要求必须在每架合格审定的飞机上安装。

The minimum required equipment as prescribed in the applicable airworthiness regulations must be installed on the individual aircraft for certification.

在颁发适航证前，每架机必要时必须提供当前的重量和平衡数据，包含设备清单的合格审定空机重量和载重信息。

Current weight and balance data, a list of equipment included in the certification empty weight and loading information when necessary must be provided for each aircraft when the C.o.A. will be issued.

合格审定的空机重量和平衡数据应该包括不可用燃油和指定的发动机滑油总量。

The certification empty weight and balance data shall include the unusable fuel and the total engine oil as specified:

要求具有飞机飞行手册。

Airplane Flight Manual is required.

注释/NOTE 2:

标牌/Placards

Pilatus 飞机飞行手册和批准的后续版本中列出的所有要求的标牌，必须安装在合适的位置。

All required placards as listed in the Pilatus Aircraft Flight Manual, and subsequent approved revisions, must be installed in the appropriate locations.

注释/NOTE 3:

持续适航/Continued Airworthiness

持续适航限制包含在Pilatus飞机维修手册（AMM）第4章中。这些限制没有EASA的批准不允许更改。

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

在初始批准时，每架机必要时必须提供当前的重量和平衡数据连同包含在合格审定的空机重量和载重说明中的设备清单。

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 airplane at the time of original certification.

只有在Pilatus官方飞机飞行手册中（AFM）描述的内部构型被批准安装在PC-24飞机上。

Only interior configurations described in the official Pilatus AFM are approved for installation in the PC-24 aircraft.:

注释/NOTE 4:

高高度运行/High altitude operations

PC-24飞机已被专用条件批准用于高高度运行(海拔41,000英尺以上)。对压力容器的任何修改必须按照审定基础中所示的要求进行批准。这包括可能导致压力容器打开的修改,无论是通过裂纹增长或者天线丢失,大于2.65平方英寸。

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 crack-growth or antenna loss, greater than 2.65 sq.in.

注释/NOTE 5:

为了支持欧洲运营商并确保PC-24飞机符合空域规则,在最初的TC中, Pilatus选择遵守CS ACNS机载通信、导航和监视(ACNS), 2013年12月17日发布的初始版本。

To support European operators and ensure that the PC-24 aircraft complies to the airspace rules, at initial TC, Pilatus elected to comply with Airborne Communications, Navigation and Surveillance (ACNS), reference CS ACNS initial issue dated 17 December 2013.

对于引入RNP AR的大改项目EASA n° 60077318, Pilatus选择符合2019年4月26日CS-ACNS第2版的以下部分:

C分部 - 导航(NAV):

第6节 - RNP批准所需的补充规范(RNP AR)

第7节 - 高级RNP应用的补充规范(A-RNP)

第8节 - 支持固定半径的补充规范 (RF)

第10节 - 支持平行侧航的补充规范

For the Major Change project EASA n°60077318 introducing RNP AR, Pilatus elected to comply with the following sections of CS-ACNS issue 2 dated 26 April 2019,

Subpart C — Navigation (NAV):

Subsection 6 — Supplementary specifications for RNP authorisation required (RNP AR)

Subsection 7 — Supplementary specifications for applications for advanced RNP (A-RNP)

Subsection 8 — Supplementary specifications supporting radius to fix (RF)

Subsection 10 — Supplementary specifications supporting parallel offset

随着CS-ACNS的不断发展和更新, Pilatus将来会选择遵守新的章节或修正案。

对于隔热/隔音材料, 符合US 14 CFR Part 23 Amdt. 1至62, § 23.856[23-62]的标准。

对于防冰, 除了CS23.1419和专用条件F-62要求外, 还符合US 14 CFR Part 23 Amdt. 1至62, § 23.1419[23-43]的标准。

CRI A-01中列出的专用条件(SC)和等效安全项目(ESF)是所适用审定基础的一部分, 更多信息参考EASA.A.594附件。

As CS-ACNS is continuously developed and updated, Pilatus may choose in the future to elect to comply with new sections or amendments.

For Thermal/acoustic insulation materials the standards of US 14 CFR Part 23 Amdt. 1 thru 62, §23.856 [23-62] are met.

For Ice protection beside the CS23.1419 and Special Condition F-62 requirements the standards of US 14 CFR Part 23 Amdt. 1 thru 62, §23.1419 [23-43] are met.

For Special Conditions (SC) and Equivalent Safety Findings (ESF), which are listed in the CRI A-01 and are part of the applicable certification basis refer further to the Annex to EASA.A.594

注释/NOTE 6: PC-24获准在已知或预报结冰环境飞行。已表明对 CS-23.1419和 SC F-62的符合性。

The PC-24 is approved for flight into known or forecasted icing. Compliance has been shown i.a.w. CS-23.1419 and SC F-62.

注释/NOTE 7: 配备霍尼韦尔APEX系统的PC-24 MSN P03, 101及以上序列号均具备RVSM功能。安装在PC-24上的霍尼韦尔APEX系统的商业名称是PC-24先进座舱环境(ACE™)。

The PC-24 MSN P03, 101 and up equipped with Honeywell APEX system are RVSM capable. The commercial designation of the Honeywell APEX system as installed on the PC-24 is the PC-24 Advanced Cockpit Environment (ACE™).

注释/NOTE 8: 最小机组为一名飞行员的运行批准是基于审定试验期间评估过的驾驶舱设备的安装和布局。未经事先批准，不得对已安装的驾驶舱设备或布局(EFIS、自动驾驶仪、航空电子设备等)进行重大更改，但经批准的MMEL允许的情况除外。

Approval for operation with a minimum crew of one pilot is based upon the cockpit equipment installation and arrangement evaluated during certification testing. 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.

注释/NOTE 9: 所有替换座椅(机组人员和乘客)，虽然符合TSO C127，也必须证明符合CS 23.321、23.395、23.561、23.562和23.785。

All replacement seats (crew and passenger), although they may comply with TSO C127, must also be demonstrated to comply with CS 23.321, 23.395, 23.561, 23.562, and 23.785.

注释/NOTE 10: 所有座位(机组人员和乘客)的泡沫垫不得改动。泡沫结构或刚度的任何偏差必须通过试验证明符合CS23所列段落。

The foam cushion build up of all seats (crew and passenger) may not be altered. Any deviations in the foam construction or stiffness must be demonstrated by test to comply with the listed CS 23 paragraphs.

注释/NOTE 11: 在单个飞行员驾驶时，飞行员乘坐驾驶舱左侧座位并且额外的一名乘客可以乘坐驾驶舱右侧座位。

During single pilot operation, the pilot occupies the left hand cockpit seat and an additional passenger may occupy the right hand cockpit seat.

注释/NOTE 12: 飞机类别

按照欧盟规章(EC) 216/2008的定义，PC-24是一款“复杂机动航

空器”。

按照欧盟“Air Ops”规章(EC) 965/2012的定义，PC-24是一款“A级性能飞机”。

此外，PC-24产品的型号审定基础是CS-23 修正案3 通勤类飞机。尽管如此，考虑到CS-23修正案5 § 23.2005所引入的新的定义，PC-24被认为相当于新正常类飞机：

飞机审定等级：“等级4”

飞机性能等级“高速”

Aircraft Classification

In accordance with the EU Regulation (EC) 216/2008 definitions, the PC-24 is a “complex motor powered aircraft”.

In accordance with the EU “Air Ops” Regulation (EC) 965/2012 definitions, the PC-24 is a “Performance Class A aeroplane”.

In addition, the type certification basis of the baseline PC-24 product is CS-23 Amdt. 3 in the commuter category. However, considering the new definitions introduced in CS-

23 Amdt. 5 §23.2005, the PC-24 is considered as equivalent to an aeroplane in the new normal category with:

Aeroplane certification level: “Level 4”

Aeroplane performance level “High speed”

注释/NOTE 13:

所有MSN P03和101至130序列号的飞机都按SB42-002进行过改装。

All aircraft MSN P03 and 101 through 130 have been retrofitted with SB 42-002.

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