Defence FOI 774/24/25 Document 1 Enclosure 1 to TASPO AK4489642 TCDS Issue 5: 004 Date 26 Jun 14

Australian Military Type Certificate Data Sheet

AMTC 0004

Manufacturer: **Pilatus** Model: **PC-9/A**

STC: **A23-001** AMTC: **0004** Model: **PC-9/A (F)** Date: **18 Sep 04**

STC: **A23-002** AMTC: **0004** Model: **PC-9/A** Date: **10 Dec 07**

This data sheet, an attachment to AMTC 0004, describes the certification basis, in accordance with Australian Air Publication AAP 7001.048(AM1) - Defence Aviation Safety Program Manual, for the following model of the A23 aircraft type:

PC-9/A (General)

- a. <u>Civil Certifications.</u> The Swiss Federal Office for Civil Aviation (FOCA) issued a Type Certificate F56-22 for the basic PC-9 model on 19 Sep 85. Certificate F56-22 was re-issued on 1 Jun 87 to certify both the PC-9 and the PC-9/A variant, in accordance with airworthiness requirements:
 - (1) Swiss regulation 748.215.1 of 14 Apr 70 regarding aircraft airworthiness;
 - (2) US Federal Aviation Regulations (FAR), Part 23, amendments 1 through 28 effective 28 Apr 82, for the acrobatic and utility categories; and
 - (3) FOCA special requirements for ejection seats dated 15 Dec 83.
- b. The limitations and conditions accompanying the civil certification are detailed in the Type Certificate Data Sheet, forming part of FOCA Type Certificate F56-22. Exemptions were granted for:
 - (1) FAR 23.49, Stalling speed;
 - (2) FAR 23.155, Elevator control forces; and
 - (3) FAR 23.1555, Cockpit markings.
- c. <u>Military Certifications</u>. There are no applicable foreign military certifications for the PC-9/A.

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- d. <u>ADF Certifications</u>. The PC-9/A model was certified for use as a State aircraft, Type A23, by CAF on 1 Sep 92. Issue 2 of AMTC 0004 was approved in 1998 following amendments to the regulatory guidance. The limitations and conditions accompanying ADF certification are:
 - (1) Supplementation of FAR 23 with UK Ministry of Defence, DEF STAN 00-970 Issue 3 (or later) for structural fatigue.
- e. <u>Airworthiness Directives</u>. Airworthiness Directive (AD) 010/2010 introduced changes to Management of ADF Crash Data Recorder Discrepancies. On 28 Nov 11, CAF approved the following waivers for the PC9/A to this AD.

Device	Reason for Non-Compliance	Waiver Period
ELT	Not Applicable	
CVR	Does not have Recorder Independent Power supply	Enduring
FDR	Compliant with Superseded Standard ED-55 not Current ED-112	2014

- f. <u>Certified Operating Limitations</u>: PC-9/A aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1(AM1), with no separate PC-9/A performance manual. It should be noted that since the release of the FOCA F56-22 Type Certificate and data sheet, aircraft operating limitations affecting both PC-9/A and PC-9/A(F) aircraft have been changed as follows:
 - (1) Maximum Zero Fuel Weight increased from 1900 kg to 2000 kg
 - (2) -3.5g to +7g for AUW ≤ 2350 kg (increased from 2250 kg)
 - (3) -2.25g to +4.5g for AUW > 2350 kg (increased from 2250 kg)

PC-9/A (acrobatic/utility)

- a. <u>ADF Certifications.</u> There are no additional ADF certifications for the acrobatic/utility configuration.
- b. <u>Configuration.</u> RAAF Specification Engineering SPEC (ENG) T-5007 was created to define the PC-9/A configuration. The Type Record is identified within ENG 1-12 of TASPO Standing Instructions. This Standing Instruction identifies the location and management responsibility for the Type Record data. The Configuration Management Plan for the PC-9/A is included at TASPO SI ENG 1-10 and other configuration management procedures are included in section 2 of TASPO Standing Instructions.

The PC-9/A is configured with a Pratt and Whitney PT6A-62 engine with a Hartzell HC-D4N-2A propeller.

- c. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the current approved statement of operating intent (SOI) filed in the TASPO Design Library CDRMS. CFS and 2FTS aircraft are operated on an SOI issued by CDR AFTG. PC9/A Aircraft operated at ARDU Flight Test Squadron are operated under a separate SOI.
- d. <u>Certified Operating Limitations.</u> PC-9/A aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1, with no separate PC-9/A performance manual. Any limitations applicable to both PC-9/A and PC-9/A(F) are detailed in the PC-9/A(General) section.
- e. <u>Maintenance Instructions.</u> The aircraft maintenance manual is identified as AAP 7212.007-2(AM1)B1 to B10. The Technical Maintenance Plan is identified as AAP 7212.007-7(AM1).
- f. <u>Other Limitations or Conditions.</u> There are no special conditions or limitations that apply to this type in its application as a State aircraft.
- g. <u>State Serial and Manufacturers' Numbers</u>. The serial numbers of PC-9/A (acrobatic/utility) State aircraft authorised by this AMTC are tabulated below:

State Serial Number	Manufacturers' Number
A23-001	501
A23-002	502
A23-003	503
A23-004	504
A23-005	505
A23-006	506
A23-008	508
A23-009	510
A23-010	511
A23-011	512
A23-012	509
A23-013	514
A23-014	515
A23-015	513
A23-016	516
A23-017	517
A23-018	518
A23-019	519

State Serial Number	Manufacturers' Number
A23-021	521
A23-023	523
A23-024	524
A23-025	525
A23-026	526
A23-027	527
A23-028	528
A23-030	530
A23-033	533
A23-034	534
A23-036	536
A23-037	537
A23-038	538
A23-040	540
A23-041	541
A23-042	542
A23-043	543
A23-044	544
A23-045	545
A23-046	546
A23-047	547
A23-048	548
A23-049	549
A23-050	550
A23-051	551
A23-052	552
A23-053	553
A23-054	554
A23-056	556
A23-057	557
A23-058	558
A23-059	559
A23-060	560
A23-061	561
A23-063	563
A23-064	564
A23-065	565
A23-066	566
A23-067	567

Note : Aircraft Tail numbers were issued sequentially and did not account for production delays. Therefore, manufacturer's number and tail number do not always align.

PC-9/A (F)

- a. <u>ADF Certifications</u>. In 2004, STC A23-001 was issued, and built on previous PC-9/A certification activity to certify the design and use of PC-9/A Aircraft modified for the FAC role.
- b. <u>Configuration</u>. The PC-9/A (F) configuration differs from the PC-9/A acrobatic/utility configuration by incorporation of the following Modifications:
 - (1) 7212.007-175 (Interim Stores Management System),
 - (2) 7212.007-184 (U/VHF Radios),
 - (3) 7212.007-206 (PC-9 Undercarriage and High Pressure Tyres) and
 - (4) 7212.007-188 (Rear Rudder Pedals).
- c. <u>Airworthiness Directives</u>.
 - (1) Airworthiness Directive (AD) 001/1999 authorised Service Release (SR) of the PC-9A in the Forward Area Control (FAC) role with FAC unique modifications. The AD required the progress of an STC for the FAC configuration which was subsequently signed in 2004.
- d. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI) filed in the TASPO Design Library CDRMS. This separate SOI is issued by CDR Air Combat Group.
- e. <u>Certified Operating Limitations.</u> PC-9/A (F) aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1(AM1), with no separate PC-9/A (F) performance manual. Any limitations applicable to both PC-9/A and PC-9/A(F) are detailed in the PC-9/A(General) section.
- f. <u>Other Limitations or Conditions.</u> The PC9/A (F) aircraft is not cleared to trample the BAK-12 arrester cable.
- g. <u>State Serial and Manufacturers' Numbers.</u> The serial numbers of PC-9/A (FAC) State aircraft authorised by this AMTC, supplemented by STC A23-001, are tabulated below:

State Serial Number	Manufacturers' Number
A23-020	520
A23-022	522
A23-031	531
A23-032	532

PC-9/A (MIS-910)

- a. <u>ADF Certifications</u>. In 2007, STC A23-002 was issued and built on previous PC-9/A certification activity to certify the design and use of PC-9/A Aircraft modified with a glass cockpit under MIS910 and GPS under JP5195 Phase 3C.
- b. <u>Configuration</u>. The PC-9 (MIS-910) configuration differs from the PC-9/A acrobatic/utility configuration by the incorporation of the EFIS/GPS modification which is documented under Modification 7212.007-238 (EFIS Replacement & GPS Installation) and incorporates a Primary Flight Display, Secondary Flight Display and Global Positioning System. This integrated avionics system provides flight and navigation instruments for the front and rear cockpits.
- c. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI) issued for ARDU Flight Test Squadron PC9/A Aircraft and filed in the TASPO Design Library CDRMS.
- d. <u>Certified Operating Limitations.</u> PC-9/A aircraft shall be operated in compliance with the operating limitation specified in the ADF approved flight manual, AAP 7212.010-1(AM1).
- e. <u>State Serial and Manufactures Numbers.</u> The serial numbers of State aircraft authorised by this AMTC as PC-9/A (MIS-910) are tabulated below:

State Serial Number	Manufacturers' Number
A23-007	507
A23-062	562

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Australian Military Type Certificate Data Sheet

AMTC 0004

Manufacturer: **Pilatus** Model: **PC-9/A**

STC: **A23-001** AMTC: **0004** Model: **PC-9/A (F)** Date: **18 Sep 04**

STC: **A23-002** AMTC: **0004** Model: **PC-9/A** Date: **10 Dec 07**

This data sheet, an attachment to AMTC 0004, describes the certification basis, in accordance with Australian Air Publication AAP 7001.048(AM1) - Defence Aviation Safety Program Manual, for the following model of the A23 aircraft type:

PC-9/A (General)

- a. <u>Civil Certifications.</u> The Swiss Federal Office for Civil Aviation (FOCA) issued a Type Certificate F56-22 for the basic PC-9 model on 19 Sep 85. Certificate F56-22 was re-issued on 1 Jun 87 to certify both the PC-9 and the PC-9/A variant, in accordance with airworthiness requirements:
 - (1) Swiss regulation 748.215.1 of 14 Apr 70 regarding aircraft airworthiness;
 - (2) US Federal Aviation Regulations (FAR), Part 23, amendments 1 through 28 effective 28 Apr 82, for the acrobatic and utility categories; and
 - (3) FOCA special requirements for ejection seats dated 15 Dec 83.
- b. The limitations and conditions accompanying the civil certification are detailed in the Type Certificate Data Sheet, forming part of FOCA Type Certificate F56-22. Exemptions were granted for:
 - (1) FAR 23.49, Stalling speed;
 - (2) FAR 23.155, Elevator control forces; and
 - (3) FAR 23.1555, Cockpit markings.
- c. <u>Military Certifications</u>. There are no applicable foreign military certifications for the PC-9/A.

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- d. <u>ADF Certifications.</u> The PC-9/A model was certified for use as a State aircraft, Type A23, by CAF on 1 Sep 92. Issue 2 of AMTC 0004 was approved in 1998 following amendments to the regulatory guidance. The limitations and conditions accompanying ADF certification are:
 - (1) Supplementation of FAR 23 with UK Ministry of Defence, DEF STAN 00-970 Issue 3 (or later) for structural fatigue.
- e. <u>Airworthiness Directives</u>. Airworthiness Directive (AD) 010/2010 introduced changes to Management of ADF Crash Data Recorder Discrepancies. CAF has approved the following waivers for the PC9/A to this AD.

Device	Reason for Non-Compliance	Waiver Period
ELT	Not Applicable	
CVR	Does not have Recorder Independent Power supply	Enduring
FDR	Compliant with Superseded Standard ED-55 not Current ED-112	Enduring

- f. <u>Certified Operating Limitations</u>: PC-9/A aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1(AM1), with no separate PC-9/A performance manual. It should be noted that since the release of the FOCA F56-22 Type Certificate and data sheet, aircraft operating limitations affecting both PC-9/A and PC-9/A(F) aircraft have been changed as follows:
 - (1) Maximum Zero Fuel Weight increased from 1900 kg to 2000 kg
 - (2) -3.5g to +7g for AUW ≤ 2350 kg (increased from 2250 kg)
 - (3) -2.25 g to +4.5 g for AUW > 2350 kg (increased from 2250 kg)

PC-9/A (acrobatic/utility)

- a. <u>ADF Certifications.</u> There are no additional ADF certifications for the acrobatic/utility configuration.
- b. <u>Configuration</u> RAAF Specification Engineering SPEC (ENG) T-5007 was created to define the PC-9/A configuration. The Type Record is identified within ENG 1-12 of TASPO Standing Instructions. This Standing Instruction identifies the location and management responsibility for the Type Record data. The Configuration Management Plan for the PC-9/A is included at TASPO SI ENG 1-10 and other configuration management procedures are included in section 2 of TASPO Standing Instructions.

The PC-9/A is configured with a Pratt and Whitney PT6A-62 engine with a Hartzell HC-D4N-2A propeller.

- c. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the current approved statement of operating intent (SOI) filed in the TASPO Design Library CDRMS. CFS and 2FTS aircraft are operated on an SOI issued by CDR AFTG. PC9/A Aircraft operated at ARDU Flight Test Squadron are operated under a separate SOI.
- d. <u>Certified Operating Limitations.</u> PC-9/A aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1, with no separate PC-9/A performance manual. Any limitations applicable to both PC-9/A and PC-9/A(F) are detailed in the PC-9/A(General) section.
- e. <u>Maintenance Instructions.</u> The aircraft maintenance manual is identified as AAP 7212.007-2(AM1)B1 to B10. The Technical Maintenance Plan is identified as AAP 7212.007-7(AM1).
- f. <u>Other Limitations or Conditions</u>. There are no special conditions or limitations that apply to this type in its application as a State aircraft.
- g. <u>State Serial and Manufacturers' Numbers.</u> The serial numbers of PC-9/A (acrobatic/utility) State aircraft authorised by this AMTC can be found at the Defence Register Listing at the following reference: http://intranet.defence.gov.au/DRMS/uJ323%5CAB9936837.pdf

Note : Aircraft Tail numbers were issued sequentially and did not account for production delays. Therefore, manufacturer's number and tail number do not always align.

PC-9/A (F)

- a. <u>ADF Certifications</u>. In 2004, STC A23-001 was issued, and built on previous PC-9/A certification activity to certify the design and use of PC-9/A Aircraft modified for the FAC role.
- b. <u>Configuration</u>. The PC-9/A (F) configuration differs from the PC-9/A acrobatic/utility configuration by incorporation of the following Modifications:
 - (1) 7212.007-175 (Interim Stores Management System),
 - (2) 7212.007-184 (U/VHF Radios),
 - (3) 7212.007-206 (PC-9 Undercarriage and High Pressure Tyres) and
 - (4) 7212.007-188 (Rear Rudder Pedals).
- c. <u>Airworthiness Directives</u>.
 - Airworthiness Directive (AD) 001/1999 authorised Service Release (SR) of the PC-9A in the Forward Area Control (FAC) role with FAC unique modifications. The AD required the progress of an STC for the FAC configuration which was subsequently signed in 2004.
- d. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI) filed in the TASPO Design Library CDRMS. This separate SOI is issued by CDR Air Combat Group.
- e. <u>Certified Operating Limitations</u>. PC-9/A (F) aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007-1(AM1), with no separate PC-9/A (F) performance manual. Any limitations applicable to both PC-9/A and PC-9/A(F) are detailed in the PC-9/A(General) section.
- f. <u>Other Limitations or Conditions</u>. The PC9/A (F) aircraft is not cleared to trample the BAK-12 arrester cable.
- g. <u>State Serial and Manufacturers' Numbers</u>. The serial numbers of PC-9/A (FAC) State aircraft authorised by this AMTC, supplemented by STC A23-001, are tabulated below:

State Serial Number	Manufacturers' Number
A23-020	520
A23-022	522
A23-031	531
A23-032	532

PC-9/A (MIS-910)

- a. <u>ADF Certifications</u>. In 2007, STC A23-002 was issued and built on previous PC-9/A certification activity to certify the design and use of PC-9/A Aircraft modified with a glass cockpit under MIS910 and GPS under JP5195 Phase 3C.
- b. <u>Configuration.</u> The PC-9 (MIS-910) configuration differs from the PC-9/A acrobatic/utility configuration by the incorporation of the EFIS/GPS modification which is documented under Modification 7212.007-238 (EFIS Replacement & GPS Installation) and incorporates a Primary Flight Display, Secondary Flight Display and Global Positioning System. This integrated avionics system provides flight and navigation instruments for the front and rear cockpits.
- c. <u>Statement of Operating Intent.</u> This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI) issued for ARDU Flight Test Squadron PC9/A Aircraft and filed in the TASPO Design Library CDRMS.
- d. <u>Certified Operating Limitations</u>. PC-9/A aircraft shall be operated in compliance with the operating limitation specified in the ADF approved flight manual, AAP 7212.010-1(AM1).
- e. <u>State Serial and Manufactures Numbers</u>. The serial numbers of State aircraft authorised by this AMTC as PC-9/A (MIS-910) are tabulated below:

State Serial Number	Manufacturers' Number
A23-007	507
A23-062	562

Enclosure 1 to TASPO AK14594122 TCDS Issue 7 23 Jun 17

Defence Aviation Safety Agency

DASA

Australian Military Type Certificate Data Sheet

AMTC 0004

PC-9/A

Pilatus Aircraft Ltd.

P.O. Box 992 6371 Stans Switzerland

For Models: PC-9/A PC-9/A

PC-9/A (F) PC-9/A (MIS910)

Issue: **07** Date: 23 **Jun 17** PC-9/A

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SECTION A: PC-9/A (Acrobatic and Utility)

1. General

This data sheet, an attachment to AMTC 0004, describes the certification basis, in accordance with Australian Air Publication AAP 7001.048 - Defence Aviation Safety Program Manual, for the following model of the A23 aircraft type:

PC-9/A

a)	Type:	PC-9/A
	Variant:	PC-9/A (Acrobatic and Utility)
b)	Civil Certifications:	The Swiss Federal Office for Civil Aviation (FOCA) issued a Type Certificate F56-22 for the basic PC-9 model on 19 Sep 85. Certificate F56-22 was re-issued on 1 Jun 87 to certify the PC-9/A variant. Latest issued FOCA Certificate is Issue 3, Dated 12 Jan 11.
c)	Military Certifications:	There are no applicable foreign military certifications for the PC-9/A.
d)	ADF Certifications:	The PC-9/A model was certified for use as a State aircraft, Type A23, by CAF on 1 Sep 92.
e)	Manufacturer:	Pilatus Aircraft Ltd. P.O. Box 992, 6371 Stans Switzerland
f)	Military Type Certificate Holder	Australian Defence - DASA
g)	Configuration:	RAAF Specification Engineering SPEC (ENG) T-5007 was created to define the PC-9/A configuration. The Type Record is identified within ENG (PLANS) 05-LD-01 of TASPO Engineering Plans. This Standing Instruction identifies the location and management responsibility for the Type Record data. The Configuration Management Plan for the PC-9/A is included at TASPO ENG (PLAN) 02-PLAN-01 and other configuration management procedures are included within TASPO's Design Reference Material instructions.
h)	Maintenance Instructions:	The aircraft maintenance manual is identified as AAP 7212.007-2B1 to B12. The Technical Maintenance Plan is identified as AAP 7212.007-7.

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i)	State Serial and OEM Numbers:	The serial numbers of PC-9/A (acrobatic/utility) State aircraft authorised by this AMTC can be found at the Defence State Register Listing at the following reference: http://intranet.defence.gov.au/DRMS/uJ323 %5CAB9936837.pdf.
		Note : Aircraft Tail numbers were issued sequentially and did not account for production delays. Therefore, manufacturer's number and tail number do not always align.
j)	Technical Characteristics:	Refer to FOCA TCDS F56-22, Issue 1 (or later).
2.	Statement of Operating Intent	
a)	Statement of Operating Intent:	This certification remains valid whilst this model is used in roles and tasks as defined in the current approved statement of operating intent (SOI). CFS and 2FTS aircraft are operated on an SOI issued by CDR AFTG, which is available on the AFTG intranet site.
		PC-9/A Aircraft operated at ARDU Flight Test Squadron are operated under a separate SOI that is issued by CDR Air Warfare Centre (AWC) and is available on the AWC intranet site.
3.	Certification Basis	
a)	Certification Basis:	US Federal Aviation Regulations (FAR), Part 23, amendments 1 through 28 effective 28 Apr 82.
		Swiss Regulation 748.215.1 of April 14, 1970 regarding aircraft airworthiness.
		FOCA special requirements for ejection seats dated 15 Dec 83.
		Supplementation of FAR 23 with UK Ministry of Defence, DEF STAN 00-970 Issue 3 (or later) for structural fatigue.

4. Certification Limitations

a) Certification Limitations:

The limitations and conditions accompanying the civil certification are detailed in the Type Certificate Data Sheet, forming part of FOCA Type Certificate F56-22. Exemptions were granted for:

FAR 23.49, Stalling speed;

FAR 23.155, Elevator control forces; and

FAR 23.1555, Cockpit markings.

5. Certified Operating Limitations

a) Certified Operating Limitations:

PC-9/A aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007- 1, with no separate PC-9/A performance manual. It should be noted that since the release of the FOCA F56-22 Type Certificate and data sheet, aircraft operating limitations affecting PC-9/A aircraft have been changed as follows:

- i. Maximum Zero Fuel Weight increased from 1900 kg to 2000 kg
- ii. -3.5g to +7g for AUW ≤ 2350 kg (increased from 2250 kg)
- iii. -2.25g to +4.5g for AUW > 2350 kg (increased from 2250 kg)

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6. Airworthiness Directives

a) Airworthiness Directives:

Airworthiness Directive (AD) 010/2010 introduced changes to Management of ADF Crash Data Recorder Discrepancies. CAF has approved the following waivers for the PC-9/A to this AD.

Device	Reason for Non-Compliance	Waiver Period
ELT	Not Applicable	
CVR	Does not have Recorder Independent Power supply	Enduring
FDR	Compliant with Superseded Standard ED-55 not Current ED-112	Enduring

SECTION B: PC-9/A (F) - STC A23-001

1. General

In 2004, STC A23-001 was issued, and built on previous PC-9/A certification activity to certify the design and use of PC-9/A Aircraft modified for the FAC role. The following defines the PC-9/A (F) variant.

a)	Туре:	PC-9/A
	Variant:	PC-9/A (F)
b)	Civil Certifications:	The Swiss Federal Office for Civil Aviation (FOCA) issued a Type Certificate F56-22 for the basic PC-9 model on 19 Sep 85. Certificate F56-22 was re-issued on 1 Jun 87 to certify the PC-9/A variant. Latest issued FOCA Certificate is Issue 3, Dated 12 Jan 11.
c)	Military Certifications:	There are no applicable foreign military certifications for the PC-9/A.
d)	ADF Certifications:	The PC-9/A model was certified for use as a State aircraft, Type A23, by CAF on 1 Sep 92.
		In 2004, STC A23-001 was issued, and built on previous PC-9/A certification activity to certify the design and use of PC-9/A (F) aircraft modified for the FAC role.
e)	Manufacturer:	Pilatus Aircraft Ltd. P.O. Box 992, 6371 Stans Switzerland
f)	Military Type Certificate Holder	Australian Defence - DASA
g)	Configuration:	 The PC-9/A (F) configuration differs from the PC-9/A acrobatic/utility configuration by incorporation of the following Modifications: i. 7212.007-175 (Interim Stores Management System), ii. 7212.007-184 (U/VHF Radios), iii. 7212.007-206 (PC-9 Undercarriage and High Pressure Tyres) and iv. 7212.007-188 (Rear Rudder Pedals).
h)	Maintenance Instructions:	The aircraft maintenance manual is identified as AAP 7212.007-2B1 to B12. The Technical Maintenance Plan is identified as AAP 7212.007-7.

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State Serial and OEM Numbers: 1.

The serial numbers of PC-9/A (F) State aircraft authorised by this AMTC, supplemented by STC A23-001, are tabulated below:

State Serial Number	OEM Number
A23-020	520
A23-022	522
A23-031	531
A23-032	532

Technical Characteristics: i)

Refer to FOCA TCDS F56-22, Issue 1 (or later).

2. Statement of Operating Intent

a) Statement of Operating Intent: This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI). This separate SOI is issued by CDR Air Combat Group (ACG) and is available on the ACG intranet site.

Certification Basis 3.

Certification Basis: a)

US Federal Aviation Regulations (FAR), Part 23, amendments 1 through 28 effective 28 Apr 82.

Swiss Regulation 748.215.1 of April 14, 1970 regarding aircraft airworthiness.

FOCA special requirements for ejection seats dated 15 Dec 83.

Supplementation of FAR 23 with UK Ministry of Defence, DEF STAN 00-970 Issue 3 (or later) for structural fatigue.

4. Certification Limitations

a) Certification Limitations:

The limitations and conditions accompanying the civil certification are detailed in the Type Certificate Data Sheet, forming part of FOCA Type Certificate F56-22. Exemptions were granted for:

FAR 23.49, Stalling speed;

FAR 23.155, Elevator control forces; and

FAR 23.1555, Cockpit.

5. Certified Operating Limitations

a) Certified Operating Limitations:

PC-9/A (F) aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.007- 1 (AM1), with no separate PC-9/A (F) performance manual. It should be noted that since the release of the FOCA F56-22 Type Certificate and data sheet, aircraft operating limitations affecting PC-9/A (F) aircraft have been changed as follows:

- i. Maximum Zero Fuel Weight increased from 1900 kg to 2000 kg
- ii. -3.5g to +7g for AUW ≤ 2350 kg (increased from 2250 kg)
- iii. -2.25g to +4.5g for AUW > 2350 kg (increased from 2250 kg)
- or Conditions: The PC-9/A (F) aircraft is not cleared to trample the BAK-12 arrester cable.
- b) Other Limitations or Conditions:

6. Airworthiness Directives

a) Airworthiness Directives:

Airworthiness Directive (AD) 001/1999 authorised Service Release (SR) of the PC-9/A in the Forward Area Control (FAC) role with FAC unique modifications. The AD required the progress of an STC for the FAC configuration which was subsequently signed in 2004.

Airworthiness Directive (AD) 010/2010 introduced changes to Management of ADF Crash Data Recorder Discrepancies. CAF has approved the following waivers for the PC-9/A to this AD.

Device	Reason for Non-Compliance	Waiver Period
ELT	Not Applicable	
CVR	Does not have Recorder Independent Power supply	Enduring
FDR	Compliant with Superseded Standard ED-55 not Current ED-112	Enduring

SECTION C: PC-9/A (MIS910) - STC A23-002

1. General

In 2007, STC A23-002 was issued and built on previous PC-9/A certification activity to certify the design and use of PC-9/A aircraft modified with a glass cockpit under MIS910 and GPS under JP5195 Phase 3C. The following defines the PC-9/A (MIS910) variant.

a)	Type:	PC-9/A
	Variant:	PC-9/A (MIS910)
b)	Civil Certifications:	The Swiss Federal Office for Civil Aviation (FOCA) issued a Type Certificate F56-22 for the basic PC-9 model on 19 Sep 85. Certificate F56-22 was re-issued on 1 Jun 87 to certify the PC-9/A variant. Latest issued FOCA Certificate is Issue 3, Dated 12 Jan 11.
c)	Military Certifications:	There are no applicable foreign military certifications for the PC-9/A.
d)	ADF Certifications:	The PC-9/A model was certified for use as a State aircraft, Type A23, by CAF on 1 Sep 92.
		In 2007, STC A23-002 was issued and built on previous PC-9/A certification activity to certify the design and use of PC-9/A aircraft modified with a glass cockpit under MIS910 and GPS under JP5195 Phase 3C.
e)	Manufacturer:	Pilatus Aircraft Ltd. P.O. Box 992, 6371 Stans Switzerland
f)	Military Type Certificate Holder	Australian Defence - DASA
g)	Configuration:	 The PC-9 (MIS-910) configuration differs from the PC-9/A acrobatic/utility configuration by the incorporation of the EFIS/GPS modification which is documented under Modification 7212.007-238 (EFIS Replacement & GPS Installation) and incorporates a Primary Flight Display, Secondary Flight Display and Global Positioning System. This integrated avionics system provides flight and navigation instruments for the front and rear cockpits.

h)	Maintenance Instructions:	The aircraft maintenance manual is identified as AAP 7212.007-2B1 to B12. The Technical Maintenance Plan is identified as AAP 7212.007-7.
i)	State Serial and OEM Numbers:	The serial numbers of PC-9/A (MIS910) State

The serial numbers of PC-9/A (MIS910) State aircraft authorised by this AMTC, supplemented by STC A23-002, are tabulated below:

State Serial Number	OEM Number
A23-007	507
A23-062	562

j) Technical Characteristics:

Refer to FOCA TCDS F56-22, Issue 1 (or later).

2. Statement of Operating Intent

a) Statement of Operating Intent:

This certification remains valid whilst this model is used in roles and tasks as defined in the approved statement of operating intent (SOI). This separate SOI is issued by CDR Air Warfare Centre (AWC) and is available on the AWC intranet site.

3. Certification Basis

a) Certification Basis:

US Federal Aviation Regulations (FAR), Part 23, amendments 1 through 28 effective 28 Apr 82.

Swiss Regulation 748.215.1 of April 14, 1970 regarding aircraft airworthiness.

FOCA special requirements for ejection seats dated 15 Dec 83.

Supplementation of FAR 23 with UK Ministry of Defence, DEF STAN 00-970 Issue 3 (or later) for structural fatigue.

4. Certification Limitations

a) Certification Limitations:

The limitations and conditions accompanying the civil certification are detailed in the Type Certificate Data Sheet, forming part of FOCA Type Certificate F56-22. Exemptions were granted for:

FAR 23.49, Stalling speed;

FAR 23.155, Elevator control forces; and

FAR 23.1555, Cockpit markings.

5. Certified Operating Limitations

a) Certified Operating Limitations:

PC-9/A (MIS910) aircraft shall be operated in compliance with the operating limitations specified in the ADF approved flight manual, AAP 7212.010-1. It should be noted that since the release of the FOCA F56-22 Type Certificate and data sheet, aircraft operating limitations affecting PC-9/A (MIS910) aircraft have been changed as follows:

- iv. Maximum Zero Fuel Weight increased from 1900 kg to 2000 kg
- v. -3.5g to +7g for AUW \leq 2350 kg (increased from 2250 kg)
- vi. -2.25g to +4.5g for AUW > 2350 kg (increased from 2250 kg)

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6. Airworthiness Directives

a) Airworthiness Directives:

Airworthiness Directive (AD) 010/2010 introduced changes to Management of ADF Crash Data Recorder Discrepancies. CAF has approved the following waivers for the PC-9/A to this AD.

Device	Reason for Non-Compliance	Waiver Period
ELT	Not Applicable	
CVR	Does not have Recorder Independent Power supply	Enduring
FDR	Compliant with Superseded Standard ED-55 not Current ED-112	Enduring

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SECTION D: Administrative Section

1. Acronyms

AAP – Australian Air Publication

- ACG Air Combat Group
- AD Airworthiness Directive
- ADF Australian Defence Force
- AFTG Air Force Training Group
- AMTC Australian Military Type Certificate
- ARDU Aircraft Research and Development Unit
- AUW All Up Weight
- AWC Air Warfare Centre
- CAF Chief of Air Force
- CDR Commander
- CVR Cockpit Voice Recorder
- DASA Defence Aviation Safety Agency
- DEF STAN Defence Standards (UK)
- FAC Forward Air Control
- FAR Federal Aviation Regulations
- FDR Flight Data Recorder
- FOCA Federal Office of Civil Aviation (Switzerland)
- EFIS Electronic Flight Instrumentation System
- ELT Emergency Locator Transmitter
- GPS Global Positioning System
- ICAO International Civil Aviation Authority
- RAAF Royla Australian Air Force
- SFAR Special Federal Aviation Requirement
- SOI Statement of Operating Intent
- STC Supplemental Type Certificate
- TASPO Training Aircraft Systems Project Office
- TCDS Type Certificate Data Sheet

2. Type Certificate Holder Record

- a) Original Civil Record Holder:
- b) ADF Military Record Holder:

Pilatus Aircraft Ltd. P.O. Box 992, 6371 Stans Switzerland Australian Defence – DASA

3. Change Record

Revision	Date of Revision	Change Description
Issue 01	01 Sep 1992	Not Available
Issue 02	10 Nov 1998	Not Available
Issue 03	28Aug 2001	Not Available
Issue 04	20 Jul 2011	Not Available
Issue 05	26 Jan 2014	Removal of Issue Papers for Crash Protection and Smoke and Fumes
Issue 06	13 Jul 2015	Removal of specific aircraft list and update of the status of the FDR waver
Issue 07	22 Jun 2017	Entire Document re-formatted to an EASA type template