



Type Certificate Data Sheet

Number: A-24
Issue No.: 9
Approval Date: Refer Below
Issue Date: October 2, 2014

This Type Certificate Data Sheet (TCDS), which is part of Type Certificate (TC) No. A-24, prescribes the conditions and limitations under which the product(s) for which the Type Certificate was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations.

Type Certificate Holder:	Models	
Catalina Aircraft Trust, LLC 5380 Gulf of Mexico Drive, Suite 105 Longboat Key, Florida 34228	PBY-5A	28-5ACF

1. PBY-5A (Transport Category) Approved January 3, 1952

Aircraft of this type shall comply with the terms listed in U.S. Civil Aeronautics Administration Aircraft Listing 2-548, Section III, except that for operations conducted entirely within Canada, the following deviations shall apply:

- a) Maximum Weights (See NOTE 1)
 - Provisional Take-off Weight 30,500 lb (See NOTE 2)
 - Landing Weight 27,000 lb
- b) Passengers are permitted provided adequate seats, safety belts, emergency exits and a suitable passenger door are installed. (See NOTE 4)
- c) The waist gun blisters may be retained for non-passenger carrying operations. They may also be retained when passengers are carried provided a suitable passenger door and adequate emergency exits are installed. The original waist gun blister arrangement consisting of a fixed outer shield and a rotating inner shield is not acceptable as an entrance door or emergency exit for passengers.
- d) The provision of water-tight doors for bulkheads 4 and 6 is optional.

2. 28-5ACF (Transport Category) Approved March 11, 1952

Aircraft of this type shall comply with the terms listed in U.S. Civil Aeronautics Administration Aircraft Listing TC 785, except that, for operations conducted entirely within Canada, the following deviations shall apply:

- a) Maximum Weights (See NOTE 1)
 - Provisional Take-off Weight 30,500 lb (See NOTE 2)
 - Landing Weight 28,000 lb (See NOTE 3 for further limits)
- b) The provision of water-tight doors for bulkheads 4 and 6 is optional.



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DATA PERTINENT TO ALL MODELS EXCEPT WHERE INDICATED

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|-------------------------------------|---|------------------------------|--------|----------------------------------|-----------|
| Approved Installations | The following items of equipment have been approved for installation in the PBY-5A and 28-5ACF. These are additional to those listed in Aircraft Listings 2-548 and TC 785. | | | | |
| Propeller and Propeller Accessories | Propeller, Hamilton Standard 23E50/6477A-0 (paddle blades). | | | | |
| Engine and Engine Accessories | <p>101 <u>IATO Installations</u></p> <p>a) Two Aerojet-General Corporation Model 15 KS-1000-A1 rocket engines installed in accordance with Aircraft Industries of Canada Limited drawing 28-56001E. Timmins Aviation Limited approved Flight Manual Supplement covering rocket engine operation is required equipment when these engines are installed.</p> <p>b) Two Aerojet-General Corporation Model 15 KS-1000-A1 rocket engines installed in accordance with Bristol Aero-Industries Limited drawing 231-59001. Bristol's Approved Flight Manual Supplement, Engineering Report 2854, covering rocket engine operation is required equipment when these engines are installed. Installation may be made only if aircraft has been previously fitted in accordance with the Royal Canadian Air Force Engineering Order 05-60A-6B/45 dated November 26, 1953, or equivalent.</p> <p>201 <u>Landing Gear</u></p> <p>Skis: Aircraft Industries of Canada Limited
Main ski installation to drawing AI-PBY-087 sheet 1
Nose ski installation to drawing AI-PBY-087 sheet 2</p> <p>601 <u>Miscellaneous Installations</u></p> <p>External Loads: Carriage of the following external loads is approved when operations are conducted in accordance with Information Circular 0/36/62. Items (a) and (b) shall not be carried simultaneously.</p> <p>a) Two module panels, one on each side of the aircraft, attached to the underside of the wing, in accordance with Queen Charlotte Airlines' Engineering Notice No. C-1000, pages 2 through 13.</p> <p style="margin-left: 40px;">Maximum overall dimensions of each panel –
16 ft. x 4 ft. 2 in. x 11 in.</p> <table border="0" style="margin-left: 40px; width: 80%;"> <tr> <td>Maximum weight of each panel</td> <td style="text-align: right;">575 lb</td> </tr> <tr> <td>Maximum aircraft take-off weight</td> <td style="text-align: right;">28,000 lb</td> </tr> </table> | Maximum weight of each panel | 575 lb | Maximum aircraft take-off weight | 28,000 lb |
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| Maximum aircraft take-off weight | 28,000 lb | | | | |



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Engine and Engine
Accessories (Cont'd)

- b) Two timbers, one on each side of the hull, lashed to timber carrying brackets, installed in accordance with Queen Charlotte Airlines' Engineering Notice No. C-1000, pages 14 and 15.

Maximum overall dimensions of each timber

6 in. x 16 in. x 20 ft. long

Maximum weight of each timber 500 lb

Maximum aircraft take-off weight 28,000 lb

602 Water Dropping Installations

- a) Installation of water tanks in aircraft hull, dump doors, probe and operating mechanism to production drawings listed in Field Aviation Company Report No. 4562A.

Maximum take-off weight 30,500 lb

Maximum landing weight 27,000 lb

Water capacity 800 Imp. Gal.

Aircraft to be operated in accordance with Flight Manual Supplement given in Field Aviation Company Report 4562 Appendix 2. See NOTE 5 for restrictions on carrying of passengers.

- b) Two externally mounted water tanks of 325 Imp. Gal. capacity each installed in accordance with Aircraft Industries of Canada Ltd. drawings:

AI-C-8130 with scoops attached to tanks

AI-C-81223 with scoops attached to hull

Aircraft to be operated in accordance with Flight Manual Supplement contained in Aircraft Industries of Canada Ltd. Report AI-TR-325B for installation with scoops attached to tanks and Report AI-TR-329A with scoops attached to hull. See NOTE 6 for restrictions on carrying of passengers.

NOTE 1

No additional allowance for de-icers is permitted when operating at these weights.

NOTE 2

Take-off weight is limited to maximum landing weights in waves higher than 2 feet.



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- NOTE 3
- a) Seaplane landing weight is limited to 27,000 lb, unless clipper bow is installed (ref. TC 785, NOTE 5A(2)).
 - b) Landing weight on wheels is limited to 27,000 lb when 10-ply rating tires are used (ref. TC 785, NOTE 6).

NOTE 4

When passenger seats are installed in the Model PBY-5A, the number of emergency exits required is as follows:

<u>Number of persons for which seats are provided *</u>	<u>Minimum number of exists required</u>
5 or less	1
6 to 15	2
10 to 22	3

* Includes crew members carried aft of bulkhead 2.

When more than one exit is required, the second exit shall not be located on the same side of the cabin as the main entrance door. The original navigators' escape hatch in the roof between bulkheads 2 and 4 is acceptable as a third exit only.

Bulkhead doors through which passengers would pass in making a normal exit shall be open during take-off and landing.

NOTE 5

During water dropping operations the number of persons on board is limited to the necessary crew. Passengers and cargo may be carried at other times with the same limits as for the unmodified aircraft provided the water master switch is "off", water hydraulic isolation valve is "off", the stiff leg safety bracket and the probe safety bracket are installed. This applies to item 602(a).

NOTE 6

The following restrictions apply when water tanks, item 602(b), are installed:

- a) The number of persons on board is limited to the essential flight crew and observer.



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NOTE 6 (Cont'd)

- b) The aircraft may not be used for any commercial purpose other than fire-fighting or ferry, except that while engaged in fire-fighting it may be used to transport men and equipment connected with this operation provided the water tanks are empty.

- END -

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For Minister of Transport