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## TYPE-CERTIFICATE DATA SHEET

No. IM.E.096

**for**

PW800 Series Engines

**Type Certificate Holder**

Pratt & Whitney Canada Corp.

1000 Marie-Victorin

Longueuil, Quebec J4G1A1

Canada

For Models:

PW814GA

PW815GA



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## **I. General**

### **1. Type/Model**

Type	Models
PW800	PW814GA
	PW815GA

These models are approved for use on multi-engine civil aircraft at the ratings and within the operating limitations specified below, subject to compliance with the aircraft powerplant installation requirements.

### **2. Type Certificate Holder**

Pratt & Whitney Canada Corp.  
1000 Marie-Victorin Longueuil,  
Quebec J4G1A1 Canada

### **3. Manufacturer**

Pratt & Whitney Canada Corp.  
1000 Marie-Victorin Longueuil,  
Quebec J4G1A1 Canada

### **4. Date of Application**

Models	Application Date
PW814GA	8 March 2013
PW815GA	8 March 2013

### **5. EASA Type Certification Date**

Models	EASA Certification Date
PW814GA	31 August 2017
PW815GA	



## **II. Certification Basis**

### **1. State of Design Authority Certification Basis**

<b>Models</b>	<b>State of Design Authority Certification Basis <i>(see also Canadian TC E-39)</i></b>
PW814GA	AWM Chapter 533 at Change 533-13; and Subchapter B of AWM Chapter 516 – Aircraft Engine Emissions, which refers to ICAO Annex 16, Volume II
PW815GA	

### **2. Reference Date for determining the applicable airworthiness requirements**

<b>Models</b>	<b>Reference Date for Applicable Airworthiness Requirements</b>
PW814GA	31 March 2012
PW815GA	

### **3. EASA Certification Basis**

#### **3.1. Airworthiness Standards**

<b>Models</b>	<b>EASA Airworthiness Standards</b>
PW814GA	CS-E Amendment 3, dated 23 December, 2010 (Decision No. 2010/015/R of the Executive Director of the European Aviation Safety Agency)
PW815GA	

#### **3.2. Special Conditions (SC)**

None

#### **3.3. Equivalent Safety Findings**

CS-E 810 ESF – Compressor and Turbine Blade Failure / Fan Integrally-Bladed Rotor (IBR) Airfoil release.

#### **3.4. Deviations**

None



### 3.5. Environmental Protection

Models	Environmental Protection Requirements
PW814GA	CS-34 Amendment 3 as implemented by ED Decision 2019/014/R (29th July 2019); ICAO Annex 16 Volume II, Amendment 9 (1st January 2018) as implemented into EU legislation 11/09/2018 ; NOx levels in compliance with Part III, Chapter 2, paragraph 2.3.2e) (CAEP/8) of the above mentioned Annex. Maximum nvPM mass concentration levels in compliance with Part III, Chapter 4, paragraph 4.2.2 (CAEP/10) of the above mentioned Annex.
PW815GA	

## III. Technical Characteristics

### 1. Type Design Definition

Models	Type Design Definition
PW814GA	Configuration of the PW814GA and PW815GA engine is defined by Engine Assembly Drawing 33B1170*
PW815GA	

\* and subsequent approved revisions

### 2. Description

The PW814GA and PW815GA engine models are high bypass ratio two spool turbofan engines, straddle mounted across two bearings and consisting of an eight-stage axial High Pressure Compressor (HPC), a straight flow annular low emission combustor and a two-stage High Pressure Turbine (HPT). The low pressure rotor consists of a fan, two boost stages and an axial five-stage Low Pressure Turbine (LPT) connected by a one-piece shaft. The engine is controlled by an engine mounted dual channel engine control (FADEC). The only difference between the PW814GA and the PW815GA is thrust de-rate by means of software selection.

### 3. Equipment

See III. 1. Type Design Definition. See also Note 1.



#### 4. Dimensions

	Dimensions (m)			
Models	Overall Length (flange to flange)	Overall Length (fan spinner face to aft tail cone)	Nominal Diameter (fan case)	Maximum Radial Projection (at drain mast)
PW814GA	2.685	3.313	1.255	0.990
PW815GA				

#### 5. Dry Weight

Models	Dry Weight kg (lbs)
PW814GA	1408* kg (3105 lbs)
PW815GA	

The above dry weight value applies to the basic engine and includes standard equipment.

\* This is the weight at time of certification, subject to change  $\pm$  2% max

#### 6. Ratings

See Notes 2 and 3.

	Sea Level Static Thrust			
	Take-off (5 minutes)		Maximum Continuous	
Models	Thrust - see Note 3 - daN (lbf)	Ambient Limit Temperature °C (°F)	Thrust daN (lbf)	Ambient Limit Temperature °C (°F)
PW814GA	6863 (15,429)	33 (91.4)	6296 (14,155)	28 (82.4)
PW815GA	7122 (16,011)	33 (91.4)	6925 (15,568)	28 (82.4)

#### 7. Control System

Models	FADEC Hardware P/N
PW814GA	33B3787*
PW815GA	

\* and subsequent released part number extensions

#### 8. Fluids (Fuel, Oil, Coolant, Additives)

Fuel: Refer to the Engine Maintenance Manual for the list of approved fuels and fuel additives.

Oil: Refer to the Engine Maintenance Manual for the list of approved oils.



## 9. Aircraft Accessory Drives

Refer to the Installation and Operating Manual Section 11 for additional information on provisions and connections for airframe provided components.

## 10. Maximum Permissible Air Bleed Extraction

Customer ECS/WAI + Nacelle Anti Ice: 24% of core flow P2.8/P3.1 combined.  
For detailed information see Installation and Operating Manual, Section 11.2

## IV. Operating Limitations

### 1. Temperature Limits

Models	Maximum Permissible Indicated Turbine Temperature (ITT)		
	Take-off (5 minutes) - see Note 3 - °C (°F)	Maximum Continuous °C (°F)	Maximum Starting °C (°F)
PW814GA	965 (1769)	956 (1753)	975 (1787)
PW815GA			

#### Fuel Temperatures:

Refer to Installation and Operating Manual Section 6 for fuel temperature limits. Minimum fuel temperature (less than 0 °C ambient temperature) for ground operation is 8°C (46 °F).

#### Oil Temperatures:

Refer to Installation and Operating Manual Section 2 for oil temperature limits.

### 2. Speed Limits

Models	Maximum Permissible Speeds			
	Low Pressure Spool (N1)		High Pressure Spool (N2)	
	Take-off (5 minutes) - see Note 3 - rpm	Maximum Continuous rpm	Take-off (5 minutes) - see Note 3 - rpm	Maximum Continuous rpm
PW814GA	6315		24043	
PW815GA				

#### Note:

Power setting, power checks, and control of engine thrust output in all operations are based on Low Rotor Speed (N1).

**Note:** The minimum N1 certified for in-flight operation in icing conditions is 2018 rpm. The Electronic Engine Control will prevent rotor speeds below this value while in flight.





### 3. Torque Limits

Not applicable

### 4. Pressure Limits

#### Fuel Pressures:

Refer to Installation and Operating Manual, Section 6 for fuel pressure limits.

- Fuel pressure at the engine fuel pump inlet during operation shall be maintained at not less than 34.5 kPa (5.0 *psi*) above the true vapor pressure of the fuel or ambient pressure plus 6.9kPa (1 *psi*), whichever limit is reached first with a vapor/liquid ratio of zero, but not greater than 972.1 kPa (141 *psi*) above the ambient pressure.
- The maximum inlet pressure shall not exceed 379.2 kPa (55 *psig*) for normal operation, the maximum allowable pressure at the fuel pump inlet after shutdown is 1275.5 kPa (185 *psig*).

#### Oil Pressures:

Refer to Installation and Operating Manual, Section 2 for oil pressure limits.

- Minimum oil pressure at idle is 241.3 kPa (35 *psig*), variable by N2 speed off idle.
- Maximum oil pressure for continuous operation is 1275.5 kPa (185 *psig*). Oil pressure between 1275.5 kPa (185 *psig*) and 1896.1 kPa (275 *psig*) is limited to 300 seconds.

Oil pressure is measured relative to #4 bearing compartment pressure. Temporary interruption associated with negative “g” operation is limited to 7 seconds maximum. Normal oil pressure will be restored rapidly once the negative “g” effect has been eliminated.

### 5. Time Limited Dispatch (TLD)

The PW814GA engines and PW815GA engines, equipped with EEC Part number 33B3787-08 and subsequent part numbers, are approved for Time Limited Dispatch (TLD) capability in accordance with CS-E 1030. The dispatch status is referred in the Airworthiness Limitations Manual (ALM) 33B1391 Engine Systems Faults Time Limited Dispatch.

### 6. ETOPS

The PW800 series engines are not approved for Extended Twin Engine Operations (ETOPS) capability in accordance with CS-E 1040.



## V. Operating and Service Instructions

Manuals	PW814GA/PW815GA
Engine Installation and Operating Manual	P/N 33B1410*
Control System Interface Control Document (CSICD)	P/N 33B1286*

\* and subsequent approved amendments or issues

Instructions for Continued Airworthiness (ICA)	PW814GA/PW815GA
Airworthiness Limitations Manual (AWL)**	P/N 33B1391
Engine Maintenance Manual	P/N 33B1390
Engine Shop Manual	P/N 33B1393
Clean, Inspect and Repair Manual	P/N 33B1401
Components Maintenance Manuals	As published by P&WC
Service Bulletins (SB)	As published by P&WC

\*\* The EASA approved Airworthiness Limitation Section of the Instructions for Continued Airworthiness is the Airworthiness Limitations Manual.

## VI. Notes

**Note 1:** The following are standard equipment as itemized in the engine type design definition.

- Full authority digital engine control system comprising electronic engine control with dedicated power source from a permanent magnetic alternator/generator; integrated fuel pump and associated fuel flow metering, filtering with bypass indication, and flow transmission; bleed valve and variable compressor vane actuation; engine harnesses; and speed, temperature and pressure sensors.
- Dual igniters and dual channel ignition exciter using airframe supplied power.
- Oil and fuel temperature management comprising fuel-oil heat exchanger, air-oil cooler, and integrated drive generator air-oil cooler.
- Lubrication system comprising oil supply and scavenge pump, variable oil pressure valve; temperature, pressure and level sensors; oil filtering with bypass indication; and chip detection.
- Air Turbine and Starter
- Vibration sensors

Refer to the Installation and Operating Manual Section 11 for accessory power extraction provisions and additional information on provisions and connections for airframe provided components.

**Note 2:** The engine ratings declared in the TCDS and Installation Manual are based on:

- ICAO standard atmospheric conditions
- Sea level static conditions, ISA ambient temperature
- No customer bleed power extraction.
- Ideal inlet (100% recovery)
- Exhaust nozzle with no leakage and with velocity coefficient equal to 1.0.

**Note 3:** The take-off ratings that are nominally limited to 5 minutes duration may be used for up to 10 minutes for one engine inoperative operations without adverse effects upon engine airworthiness. Such operations are anticipated on an infrequent basis (*as engine failure events during take-off are uncommon*) and no limits or special inspections have been imposed.



**Note 4:** Oil Capacity:

	Litres	Imp. Gallons	U.S. Gallons
Total	9.5	2.09	2.51
Useable	3.6	0.79	0.95

**Note 5:** Refer to Installation and Operating Manual Section 7 for High Intensity Radiated Fields (HIRF) and Lightning qualification and conformance. Refer to Electrical drawing referred to in the Installation and Operating Manual and Control System Interface Control Document (CSICD) for functional and electrical descriptions.

**Note 6:** Engine mount system provisions are specified in Installation Drawing 33B1172 and Installation and Operating Manual Section 5

**Note 7:** Requirements and limitations for ground operation in icing conditions are specified in the Installation and Operating Manual.

**Note 8:** The engine bill of material does not include a thrust reverser. Considerations for installation of a thrust reverser are contained in the Installation and Operating Manual.



**SECTION: ADMINISTRATIVE**

**I. Acronyms and Abbreviations**

AEO	All Engines Operative
CS-E	Certification Specifications for Engines
CW	Clock Wise
EASA	European Union Aviation Safety Agency
EBU	Engine Build-up Unit
ECS	Environmental Control System
FADEC	Full Authority Digital Engine Control
HP	High Pressure
ICAO	International Civil Aviation Organisation
LP	Low Pressure
N1	Rotational Speed of the Low Pressure Rotor
N2	Rotational Speed of the High Pressure Rotor
OEI	One Engine Inoperative
P&WC	Pratt & Whitney Canada
PN	Part Number
psi	Pounds per square inch
psia	Pounds per square ambient
psig	Pounds per Square inch gauge
rpm	Revolutions per Minute
TCCA	Transport Canada Civil Aviation
TCDS	Type Certificate Data Sheet
W25	Core Engine Air Mass Flow
WAI	Wing Anti-Ice

**II. Type Certificate Holder Record**

Not applicable

**III. Change Record**

Issue	Date	Changes	TC issue
Issue 01	31 August 2017	Initial Issue	31 August 2017
Issue 02	23 August 2019	Introduction of an ESF to CS-E 810; increase of N1 speed; increase of the max ITT for Max Continuous Thrust and introduction of TLD according to CS-E 1030 (EASA Major Change Approvals 10070794 & 10070796); as well as several administrative corrections	
Issue 03	11 December 2019	Introduction of CAEP/10 for nvPM compliance (EASA Major Change approval 10071972)	

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