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第 1 节/SECTION 1: 总则/GENERAL (所有型别) /(ALL MODELS)

1. CAAC 认可数据单和型号合格证数据单
CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空总局认可数据单号、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	VTC0088A 2 2008/05/23	FAA A3EU Revision 38 2008/2/8
历史/ History	VTC0088A 1 2007/11/16	FAA A3EU Revision 37 2007/2/21
历史/ History	VTC088A 0 1999/04/28	

2. 适航类别/Airworthiness Category: 运输类航空器/ Transport Category aircraft
3. 认可当局/Validation Authority: 中国民用航空总局/CAAC
审定当局/Certifying Authority: 美国联邦航空局/FAA
4. 型号合格证持有人/Type Certificate Holder: Hawker Beechcraft Corporation,
9709 East Central, Wichita, Kansas 67206
5. 认可审定基础/Validation Certification Basis
CAAC 的认可审定基础由 FAA 的审定基础（详见 FAA 型号合格证数据单：编号 A3EU）和 CAAC 的附加技术条件组成如下：
The CAAC validation basis consists of the FAA certification basis (refer to FAA Type Certificate Data Sheet No. A3EU) and the CAAC additional technical conditions as follows:
CCAR21.29, 版本: R3/ CCAR21.29, Amendment level: R3
CCAR45.30, 版本: R1/ CCAR45.30, Amendment level: R1
根据认可审定基础中的适用要求，为旅客所设置的所有文字标记和标牌以及各应急出口的内外标记均应是中英文格式，如客舱、行李舱和贮存舱的内部和外部有关安全说明和应急撤离说明的标记和标牌。
All markings and placards for passengers and emergence exit markings as required by applicable requirements of this validation basis, such as safe and emergence instructions located the inside or outside of passenger cabin, baggage and stowage compartments, must be presented in Chinese and English language.
6. 中国民用航空总局专用要求/CAAC Special Requirements

对于申请 CAAC 审定的每一架特定的航空器，其出口适航证上都必须由 FAA 按下面的“进口要求”予以签注。

A FAA Certificate of Airworthiness endorsed as noted below under “Import Requirements” must be submitted for each individual aircraft for which application for CAAC certification is made.

6.1 进口要求/Import Requirements

为具备在中国运行的资格，按本型号认可制造的每架航空器必须具有一份出口适航证，其上签注有出口国适航当局的审定声明，即：本架航空器符合 CAAC 所批准的型号设计（VTC0088A）并处于可安全运行的状态。

To be consider eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by the FAA which states (in English language): This aircraft conforms to its CAAC type design (VTC0088A) and is in

a condition for safe operation.

6.2 使用信息/Service information

CAAC 接受每一经 FAA 批准的服务通告、修理手册、(设备/系统) 供应商手册、飞行手册和维护手册。FAA 的这些批准代表了 CAAC 的批准且仅限于本型号设计。

FAA-approved service bulletins, repair manuals, vender manuals, flight manuals and maintenance manuals, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

所有提到的运行文件均可从制造商处得到。

All the operational documentation mentioned can be obtained from the manufacture.

第 2 节/SECTION 2: Hawker 800XP

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | Hawker 800XP |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | Hawker Beechcraft Corporation
9709 East Central
Wichita, Kansas 67206 |
| 4. FAA 批准日期/FAA Approved Date: | 1995.07.28/28 July 1995 |
| 5. 国家批准日期/CAAC Approved Date: | 1999.04.28/28 April 1999 |

II. 认可审定基础/Validation Certification Basis

1. 历史追溯/History retroactive: 由美国政府 FAA 向英国政府 CAA 通报的 CAR10, BCAR 要求(1963 年 11 月 1 日)和特殊条件, 包括颁发日期为 1961 年 4 月 1 日的认可安排注释 1, 第 1 版。本合格证与签发日期为 1953 年 12 月的 CAR.4b 修订版 4b-1 至 4b-14 具有同等效力, 但不包括 CAR.4b 350(e), 而包括特殊条例 SR.422B。/CAR.10, BCAR Requirements (1 November, 1963), and Special Conditions notified by the US Government (FAA) to the UK Government (Air Registration Board - CAA) including Validation Arrangements (V.A.) Note 1, Issue 1, dated April 19, 1961. This certification is equivalent to CAR.4b dated December 1953, Amendment 4b-1 through 4b-14, exclusive of CAR.4b 350(e) and including Special Regulation SR.422B.
2. 豁免/Exemptions: CAR.4b.437(FAA 豁免第 573 号/FAA Exemption No.573).
3. FAR 补充要求/Additional FAR Requirements:
 - 1) FAR 25.2 修正案 25-20 “特殊追溯力要求” /FAR 25.2 as amended through amendment 25-20 - “Special retroactive requirements”
 - 2) FAR 25.305 修正案 25-54(仅限机翼) “强度与变形” /FAR 25.305 as amended through amendment 25-54 (For wing only) - “Strength and deformation”
 - 3) FAR 25.571 修正案 25-54(仅限机翼与发动机安装) “损伤容限与结构疲劳评估” /FAR 25.571 as amended through amendment 25-54 (For wing and engine mounts only) - “Damage-tolerances and fatigue evaluation of structure”
 - 4) FAR 25.903(d)(1)修正案 25-40 “发动机” /FAR 25.903(d)(1) as amended through amendment 25-40 - “Engines”
 - 5) FAR 25.979 (a) 至 (c)修正案 25-38 “压力加油系统” /FAR 25.979 (a) through (c) as amended through amendment 25-38 - “Pressure fueling system”
 - 6) FAR 25.1419 修正案 25-23 “防冰” / FAR 25.1419 as amended through amendment 25-23 - “Ice protection”
 - 7) FAR 25.1529 修正案 25-54 “连续适航说明” / FAR 25.1529 as amended through amendment 25-54 - “Instructions for Continued Airworthiness”
4. 等效安全调查/Equivalent Safety Findings:
 - 1) FAR 25.773(b)(2)修正案 25-46 “驾驶舱视野” /FAR 25.773(b)(2) as amended through amendment 25-46 - “Pilot compartment view”
 - 2) FAR 25.613(a)修正案 25-46 “材料强度特性和设计值” /FAR 25.613(a) as amended through amendment 25-46 - “Material strength properties and design values”
 - 3) FAR 25.615(a)修正案 25-23 “设计特性” / FAR 25.615(a) as amended through amendment 25-23 - “Design properties”
5. 建立符合 14 CFR 25.1549 的等效安全水平 - N2 的数字式表示、滑油温度、滑油压力和燃油流量。/Equivalent Level of Safety is established with: 14 CFR 25.1549 – digital presentation of N2, oil temperature, oil pressure and fuel flow.
6. 专用条件/Special Condition: 第 25-181-SC 号 高强度辐射场 (HIRF) /No. 25-181-SC High Intensity Radiated Fields (HIRF)
7. 补充要求仅适用于发动机电子控制和马赫数调整系统/Additional Requirements applied only to the

Engine Electronic Controls (EEC's) and Mach Trim System:

- 1) FAR 第 25.1316 修正案 25-80 “防雷击系统” /FAR Part 25.1316 as amended through amendment 25-80 - “System lightning protection”
 - 2) 第 25-ANM-98 号专用条件 高强度辐射场/Special Condition No. 25-ANM-98 High Intensity Radiated Fields (HIRF)
8. 仅适用于反推力装置的补充要求/Additional requirements applied only to the thrust reverser installation::
- 1) FAR 25.933 修正案 25-40 “反向系统” / FAR 25.933 as amended through amendment 25-40 - “Reversing systems”
 - 2) FAR 25.934 修正案 25-23 “涡轮喷气发动机反推力系统试验”/FAR 25.934 as amended through amendment 25-23 - “Turbojet engine thrust reverser system test”
 - 3) FAR 25.1309 修正案 25-23 “设备、系统及其安装” /FAR 25.1309 as amended through amendment 25-23 - “Equipment, systems, and installations”
9. 对于安装在 Hawker 800XP 飞机上的 Collins Pro Line 21 航电设备, 补充 14 CFR 第 25 部修正案 25-1 至 25-97 要求如下/For the Collins Pro Line 21 Avionics installed on the Hawker 800XP the additional 14 CFR Part 25, Amendment 25-1 through 25-97, requirements are as follows:

25.301(a),(b)	25.603	25.1323(a),(b),(c),(d)
25.303	25.605(a)	25.1325(a),(c),(d),(e)
25.305(a),(b)	25.609(a)	25.1327(a)
25.307(a)	25.613(a)	25.1329(a),(c),(e),(f),(h)
25.321	25.629(a)	25.1331
25.331	25.672	25.1333
25.333	25.677(a),(b)	25.1335
25.337	25.683	25.1337(b),(c)
25.341	25.773(a)(2)	25.1351(a),(b),(d)
25.345	25.777(d)	25.1353(a),(b)
25.349	25.779	25.1355
25.351	25.843(a)	25.1357(a),(c),(d),(e),(g)
25.365(a),(b),(d)	25.853(a)	25.1381
25.367	25.869	25.1431(a),(c)
25.373	25.1301	25.1529
25.391(b)	25.1303	25.1543(b)
25.395(b)	25.1305(a),(c),(d)	25.1547(a),(d)
25.397(b)	25.1307(c),(d),(e)	25.1549(a),(b),(c),(d)
25.561	25.1309(a),(b),(c),(d),(e)	25.1553
25.581(a),(c)	25.1316	25.1581
25.601	25.1321(a),(b),(c),(d),(e)	25.1587

10. 燃油排泄与排气排放要求/Fuel Venting and Exhaust Emission Requirements: FAR 第 34 部基础版/FAR Part 34 basic issue
11. 噪声标准/Noise Standards: FAR 第 36 部修正案 36-1 至 36-20/FAR Part 36 as amended by amendments 36-1 through 36-20.

III. 技术特征和运行限制 /Technical Characteristics and Operational Limitations

发动机/Engines 2 台联信发动机公司的 TFE 731-5BR 涡扇发动机。/
2 Allied Signal Engines TFE 731-5BR turbofan engines.

燃油/Fuel 航空煤油的规范按照/ Aviation Kerosene to specification.
Defence Standard 91-87, NATO Code F-34, Defence Standard 91-91, NATO Code F-35, ASTM .D.1655 (Jet A 或/或 Jet A-1), CAN/COGS 3.23/ (Jet A 或/或 Jet A-1), Mil-T-83133 JP8 级/Grade, GOST 10227-86 (TS-1, T-1 或/或 RT.), GB 6537-94/No.3.

航空宽馏分燃油的规范按照/ Aviation Wide-cut to specification.
Defence Standard 91-88, NATO Code F-40, ASTM D.1655 Jet B, MIL-T-5624 JP4 和
/and JP5 级/Grades, CAN/COGS 3.22/ Jet B, GOST 10227-86 T-2.

发动机限制/Engine Limits

	TFE 731-5BR APR 不工作/ with APR not operating	TFE 731-5BR APR 工作/ with APR operating
起飞静推力, 标准天气, 海平面状态 (5 分钟限制) 磅/ Take-off static thrust standard day, sea level conditions (5 minute limit) lbs.	4,750	4,750
最大连续静推力, 标准天气, 海平面状态 (无限制) 磅/ Maximum continuous static thrust, standard day, sea level conditions (unrestricted) lbs.	4,634	4,634
最大许可发动机转子工作转速/ Maximum permissible engine rotor operating speed		
低压轴/L.P. Shaft (N1)	100% (21,000 转/分 rpm)	100 % (21,000 转/分 rpm)
高压轴/H.P. Shaft (N2)	100.8% (30,540 转/分 rpm)	100.8 % (30,540 转/分 rpm)
	TFE 731-5BR APR 不工作/ with APR not operating	TFE 731-5BR APR 工作/ with APR operating
最大许可级间涡轮温度(ITT)/ Maximum permissible interstage turbine temperature (ITT):		
起飞/Take-off (5 分钟最大/minutes maximum)	978°C	996°C
起飞/Take-off (5 秒钟最大/ second maximum)	1006°C	1006°C
起飞/Take-off (2 秒钟最大/ second maximum)	1016°C	1016°C
最大连续/Maximum continuous	968°C	968°C
发动机启动和重新点火/Engine starting and relighting (无限制/unrestricted)	978°C	978°C
发动机启动和重新点火/Engine starting and relighting (10 秒钟/seconds)	996°C	996°C
发动机启动和重新点火/Engine starting and relighting (5 秒钟/seconds)	above 996°C	above 996°C
最大许可滑油温度/Maximum permissible oil temperature:		
海平面至 30,000 英尺/Sea level to 30,000ft.	127°C	127°C
30,000 英尺以上/Above 30,000 ft.	140°C	140°C
最高温度以上的瞬态温度, 在任何高度的时间不超过 2 分钟以上/ Transient temperature above maximum at any altitude for a duration of not more than two minutes	149°C	149°C
最小许可滑油温度/ Minimum permissible oil temperature:		

发动机启动时/Engine starting	-40°C	-40°C
起飞前/Before take-off	+30°C	+30°C

最大许可的空气提取量/Maximum permissible air bleed extraction:

低压空气源/L.P. air source	5 %	5 %
高压空气源(爬升和巡航状态)/ H.P. air source (climb and cruise condition)	3 %	3 %
高压空气源(仅下降状态)/ H.P. air source (descent condition only)	5 %	5 %

空速限制/Airspeed Limits(IAS)

V_{MO} (最大工作/maximum operating)

用机腹油箱燃油/With fuel in the ventral tank	280 节/knots
机腹油箱空/ With ventral tanks empty, 海平面至 12,000 英尺/Sea level to 12,000 ft.	335 节/knots
每 680 英尺高度速度线性减少 1 节, 至 29,000 英尺时达到 310 节/ decreasing linearly 1 knot per 680 ft. to 310 kts. at 29,000 ft.	

M_{MO} (最大工作/maximum operating) 0.80 M

M_{MO} (马赫数调整片不可用/不工作/
Mach Trimmer unserviceable/inoperative) 0.73 M

V_A (机动/maneuvering)

海平面/Sea level	196 节/knots
10,000 英尺/ft.	202 节/knots
20,000 英尺/ft.	207 节/knots
30,000 英尺/ft.	217 节/knots
35,000 英尺/ft.	225 节/knots
38,000 英尺/ft.	231 节/knots
40,000 英尺/ft.	236 节/knots
41,000 英尺/ft.	238 节/knots

V_{FE} (放下襟翼速度/Flap speeds)

偏转/Deflection

15°	220 节/knots
25°	175 节/knots
45°	165 节/knots

V_{LO} (起落架放下/landing gear operation)

收起/Retract	220 节/knots
放下/Extend	220 节/knots

V_{LE} (起落架放下/landing gear extended) 220 节/knots

V_{MC} (最小操纵速度/minimum control speed)

(海平面,温度低于 23°C/at sea level for temperatures below 23°C)

V _{MCA} (襟翼/with flaps 0°)	114.0 节/knots
V _{MCA} (襟翼/with flaps 15°)	108.0 节/knots
V _{MCG} (襟翼/with flaps 0° or 15°)	115.5 节/knots

V_{MCL} (襟翼/with flaps 25°)

106.0 节/knots

V_{MCL} (襟翼/with flaps 45°)

105.0 节/knots

数据/Datum

重心(位置 353.04 英寸)位于机身基准点前 11 英尺/The center of gravity datum (station 353.04 inches) is 11 feet forward of the fuselage reference point.
基准点是由右侧发动机吊舱下方机身蒙皮上的螺栓孔确定的。
/The reference point is defined by an eye bolt on the fuselage skin located beneath the starboard engine pod.

标准平均弦长/Standard Mean Chord (SMC)

87.16 英寸/in.

SMC 的前缘是此数据前 15.70 英寸 (SMC 的定义, 参阅批准的飞行手册 AFM)。
/The leading edge of the SMC is 15.70 in. forward of the datum (for SMC definition, see Approved Flight Manual).

重心范围/C.G. Range(起落架和襟翼收状态/Gear and Flaps Retracted)

重量/Wt.磅/Lbs.		前限/Forward Limits		后限/Aft Limits	
		% SMC	*英寸/In.	% SMC	*英寸/In.
28,000	***	24.80	(5.92)*	32.10	12.28
27,100	***	23.40	(4.72)*	35.00	14.81
27,000	***	25.60	(6.61)*	-	-
26,950	***	19.40	(1.21)*	-	-
26,000		17.60	.36	-	-
25,500	***	-	-	29.00	9.58
25,000		16.60	1.23	-	-
24,000	***	-	-	35.00	14.81
24,000		15.70	2.02	-	-
23,000		15.25	2.45	-	-
22,600	***	-	-	33.00	13.06
22,400	***	-	-	28.40	9.05
22,000		15.00	2.63	-	-
21,400		-	-	26.30	7.22
20,400		-	-	26.60	7.48
18,450	**	15.70	2.02	24.70	5.83
17,700		-	-	29.20	9.75
17,000	**	-	-	29.60	10.10
15,750		15.00	2.63	-	-
15,465	**	15.70	2.02	-	-
14,120	**	19.00	(0.86)*	28.70	9.31

* (数据后尺寸/Dimension Aft of Datum)

** (零油重量的边界面积/Boundary Area for Zero Fuel Weight)

*** (机腹油箱满油时客获得的边界面积

/Boundary Area obtainable with Full Ventral Tank fuel)

重心范围 (续) /C.G. Range (Cont.)

项目 (放下) /Item (Extending)

力矩变化 (英寸-磅) /Moment Change In. Lb.

襟翼/Wing flaps 15° +538
25° +879
45° +1593

主起落架/Main landing gear -1980
前起落架/Nose landing gear +1380

此飞机通常是在机翼襟翼收起状态称重。

/The airplane is normally weighed with wing flaps retracted.

水平测量/Leveling Means

用站位 309.35 和 371.55 处机身座椅导轨中的前后对正螺栓。
/Fore and aft alignment bolts are situated in the fuselage seat rails at stations 309.35 and 371.55.

最大重量/Maximum Weights

最大停机坪重量/Maximum ramp weight	28,120 磅/Lbs.
最大刹车释放重量/Maximum brake release weight	28,000 磅/Lbs.
最大着陆重量/Maximum landing weight	23,350 磅/Lbs.
最大零油重量/Maximum zero fuel weight	18,450 磅/Lbs.
最小零油重量/Minimum zero fuel weight	14,120 磅/Lbs.

最小机组/Minimum Crew

所有飞行均 2 名飞行员/For all flights, 2 pilots

最大乘客数/Maximum Passengers 15 最多/Maximum

– CAAC 批准的座位布局, 请参阅系列中具体的 CAAC 飞机飞行手册中的重量和平衡部分, 或者重量和平衡手册/For CAAC approved seating configuration, refer to serial specific CAAC Airplane Flight Manual weight and balance section, or Weight and Balance Manual.

最大行李/Maximum Baggage
舱/Compartment

机身/Body 站位/Station	最大/Maximum 负荷/Load 磅/英尺 ² /Lb/Ft ²	容量/Capacity 磅/Pounds (见注释 2)/(See NOTE 2)
前/Forward 前舱/Forward cabin	180.25 至/to 234.24	100
(a) 侧地板/Side floor	245.85 至/to 303.85	50
(b) 中央地板/Center floor	245.86 至/to 303.85	60
后舱/Aft cabin		
(a) 侧地板/Side floor	303.85 至/to 395.3	50
(b) 中央地板/Center floor	303.85 至/to 395.3	60
后/Aft	397.80 至/to 422.3	100
		210

燃油容量/Fuel Capacity

可用燃油/Usable Fuel

位置/Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英寸/In.
油箱/Tank 1	634.00	4,223	8.20
油箱/Tank 2	634.00	4,223	8.20
机腹油箱/Ventral tank*	233.00	1,552	100.40
合计/Total	1,501.00	9,998	22.51

可用燃油/Usable Fuel (压力加油时/Pressure refueled)

位置/Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英寸/In.
油箱 Tank 1	631.60	4,207	8.20
油箱 Tank 2	631.60	4,207	8.20
机腹油箱 Ventral tank*	229.40	1,528	100.40
合计 Total	1,492.60	9,942	22.61

*装有外部盥洗室保养设备的飞机, 其机腹油箱的容积减少 4.8 加仑。/The contents

of the ventral fuel tank are reduced by 4.8 gallons for aircraft which have fitted an external toilet servicing facility.

滑油容量/Oil Capacity

发动机箱中的滑油是滑油系统循环所要求的滑油/Engine Tank Oil is the oil that is required for circulation in the system.

位 置 /Location	容积/Volume 美加仑/U.S. Gal	最大 /Maximum 质量/ Weight 磅/Lbs.	力臂 /Arm 英寸/In.	力矩/Moment 英寸-磅/In. Lbs.
油箱/No. 1	1.65	12.4	90.84	1,126
油箱/No. 2	1.65	12.4	90.84	1,126
合计/Total	3.30	24.8	90.84	2,252

最大运行高度/Maximum Operating Altitude 41,000 英尺/feet.

产品序号/Eligible serial numbers:

Hawker 800XP 装有 Honeywell SPZ 8000, 或者选装 Collins EFIS 86
258266, 258277, 258279 至/through 258287, 258289 至/through 258304, 258307
至/through 258324, 258326 至/through 258332, 258334 至/through 258340,
258342 至/through 258347, 258349 至/through 258359, 258361 至/through
258369, 258371 至/through 258380, 258382 至/through 258406, 258408 至
/through 258426, 258428 至/through 258444, 258446 至/through 258468, 258470
至/through 258492, 258494 至/through 258512, 258514 至/through 258532,
258534 至/through 258540, 258542 至/through 258555, 258557 至/through
258566.

Hawker 800XP 飞机的装备 Collins Pro Line 21
258278, 258541, 258556, 258567 至/through 258609, 258611 至/through 258628,
258630 至/through 258684, 258686 至/through 258734, 258736 至/through
258788, 258795, 258802, 258821, 258825, 258829, 258834, 258840, 258847.

IV. 注释/Notes

注释/NOTE 1

- 每架飞机当前的重量和平衡报告, 包括审定空机重量和负载说明书中的设备清单, 必须在每架飞机初始取证时提供。/A current weight and balance report, including list of equipment in certificated empty weight and loading instructions, must be provided for each aircraft at the time of original certification.
- 必须将飞机加载, 这样, 在燃油使用和飞行员及乘客离开他们的指定位置走动时的影响的所有时间内, 飞机的重心完全处在规定的限制范围之内。/The airplane must be loaded so that the C.G. is within the specified limits at all times with the effect of fuel use and movement of crew and passengers from their assigned positions being considered.
- “可排放的不可用燃油”是指在 CAR4b.416 中规定的关键飞行状态下发动机无法从油箱中得到的燃油量。此可排放不可用燃油不包括“油箱残留燃油”。总的不可用可排放燃油必须包括在飞机的空机重量中, 或者在此飞机的重量与平衡报告中必须给予适当考虑。不可用燃油的总容积加仑数如下/The "drainable unusable fuel" is the amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b.416. This drainable unusable fuel does not include the "tank trapped fuel". The total unusable fuel must be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report. The total volume of unusable fuel in gallons is as follows:
所有飞机/Airplane Total(Hawker 800XP)

	容积/Volume 美加仑/U.S. Gal	重量/Weight 磅/Lbs.	臂长/Arm 英寸/In.
残留油箱/Tank trapped	3.3	22.0	-15.6
可排放燃油/Drainable (机翼/Wing)	8.1	54.0	-14.0
不可用燃油/Unusable (机腹/Ventral)	0.7	5.0	74.4
不可用燃油总量/Total unusable fuel	12.1	81.0	-9.0

- (d) 发动机系统滑油是发动机滑油总量减掉可从油箱中排放出去的量。/Engine System oil is the total engine oil less than the quantity drainable from the tank.
对于安装了 Garrett TFE 731 发动机的下述飞机, 不可排放的滑油是: /The undrainable oil for the following aircraft fitted with Garrett TFE 731 engines is:

Hawker 800XP

位置/ Location	容量: 美加仑/ Volume U.S. Gal.	重量 磅/ Weight Lb.	臂长 英寸/ Arm In.	力矩 英寸-磅/ Moment In. Lb.
1 号/No. 1	1.5	11.3	106.2	1200
2 号/No. 2	1.5	11.3	106.2	1200
总量/Total	3.0	22.6	106.2	2400

注释/NOTE 2

最大座舱载荷/Maximum Cabin Loads	总数/Total 3050 磅/Lbs.	前梁之前/Fwd of Front Spar 框/Frame Datum 1550 磅/Lbs.	后梁之后/Aft of Front Spar 框/Frame Datum 1680 磅/Lbs.
Hawker 800XP			

前梁框之前或者之后的最大负荷包括 乘客座椅负荷、乘客负荷 (包括超额的人员) 和行李舱中负荷。/Maximum load forward or aft of front spar frame datum includes loads of passenger seats, their occupants (including supernumerary) and of the appropriate luggage compartments.
为了确保飞机的重心处在许可限制范围内, 也许必须将负荷减少到小于上述最大负荷。/To ensure that airplane C.G. is within allowable limits it may be necessary to reduce loads to less than maximum stated above.

注释/NOTE 3 使用寿命限制和适航结构检查/Service Life Limits and Airworthiness Structural Inspections:

- (a) 结构件的使用寿命限制/Service Life Limits of Structural Components.
具有临界疲劳特性的飞机结构件的使用寿命限制列在 Hawker Beechcraft 飞机公司适航限制文件参考 CJE-HPA-C-GEN-AW1667, 或 FAA 批准的更新版本中。/The service life limits for aircraft structural parts which are fatigue critical are listed in Hawker Beechcraft Company Airworthiness Limitations Document Reference CJE-HPA-C-GEN-AW1667, latest FAA approved revision.

- (b) 适航结构检查 Airworthiness Structural Inspections.
对于 Hawker 800XP, 结构检查规定在第 3 部 Hawker 800XP 飞机弹性维护大纲中的结构检查中, 件号 AFMS-800 或 AFMS-800XP, 以确保 Hawker 800XP 飞机在使用过程中的持续适航性。这些检查只有按照适航当局和飞机制造商之间的双方协议才能够改变。/For the Hawker 800XP the structural inspections specified in Part 3 Structural Inspections of the Hawker 800XP Aircraft Flexible Maintenance Schedule, part number AFMS-800 or AFMS-800XP, are essential to ensure the continued airworthiness of the Hawker 800XP in operational service. The inspections may be changed only with the mutual agreement between the airworthiness authorities and the aircraft manufacturer.

注释/NOTE 4

符合数据单中规范的煤油类型和宽馏分型燃油可以分别, 或以任何比例混合使用。当燃油类型改变后, 必须在下次起飞前进行检查以确保能够达到最大转速或者最大 ITT。满足下述规范的航空煤油可以在适当批准的飞行手册用或者补充手册中规定的限制内使用: /Kerosene type and wide-cut type fuels conforming to the specifications in the data sheet may be used separately or mixed in any proportions. When the fuel type

has been changed, a check must be made at the subsequent take-off to confirm that either the appropriate maximum r.p.m. or maximum ITT is being achieved. Aviation gasoline meeting the following specifications may be used within the limits specified in the appropriate Approved Flight Manual or Supplement:

美国/American: Mil-G-5572, JP4 and JP5 级/Grades; MIL-T-83133 JP8 G 级/Grade, ASTM D1655/JET A, JET A-1 和/and JET B 级/Grades.
英国国防标准/British Defense Standards: 91-87, 91-90 and 91-91.
加拿大/Canadian: 3-GP-23h; 3-GP-25; CAN/CGSB 3.23/Jet A 和/and Jet A-1; CAN/CGSB 3.22/Jet B
俄罗斯/Russian: GOST 10227-86/ T-1, T-2, TS-1 高级和/premium and RT 级/Grades.
中国/Chinese: GB 6537-94/ No. 3

注释/NOTE 5

Hawker 800XP 除了安装 TFE 731-5BR 发动机以外, 还采用了下述更改: /In addition to the installation of the TFE 731-5BR engines introduces the model Hawker 800XP, also introduces the following changes:

- i) 将 Dee Howard 公司的 TR5000BR 反推力装置作为标准设备。/Dee Howard TR5000BR thrust reversers fitted as standard.
- ii) 增加了审定的停机坪、起飞和最大零油重量。/ Increase in certificated ramp, take-off and maximum zero fuel weights.
- iii) 采用扰流器替代了翼刀, 还采用了 Hawke 1000 副翼伺服调整片传动机构。/Vortilons replace wing fences and Hawker 1000 aileron servo tab gearing is introduced.
- iv) 方向舵偏转力矩支臂减小到 2.72 英寸。/Rudder Bias moment arm is reduced to 2.72".
- v) 安装了马赫调整系统。/Mach Trim System is fitted.
- vi) 安装了 3 级环控系统作为标准设备。/3 Wheel ECS is fitted as standard.
- vii) 安装了 38 升的 TKS 油箱。/ 38 liter TKS tank is fitted.
- viii) Hawke 800XP 飞机将按照批准并适当修订过的飞行手册(文件号 HS.1.22.) 使用。/ A Hawker 800XP airplane is to be operated in accordance with the Approved Flight Manual, Document No. HS.1.22. with appropriate Particular Amendments.

注释/NOTE 6

Hawker 800XP 已经获得批准的减小了的最小垂直间隔飞行, 条件是必须满足以下准则中之一项: / The Hawker 800XP have been approved for Reduced Vertical Separation Minimum (RVSM) flight provided one of the following criteria are met:

- 安装了 Honeywell SPZ-8000 航空电子设备的 Hawker 800XP 飞机, 必须实施改装包 25F731A 或者雷神飞机公司的服务通报 34-3110。/For Hawker 800 XP aircraft equipped with Honeywell SPZ-8000 avionics, either Mod 25F731A or Raytheon Aircraft Company Service Bulletin 34-3110 must be embodied.
- 安装了 Rockwell Collins EFIS-86 航空电子设备(带 Collins ADC-86)的 Hawker 800XP 飞机, 必须实施改装包 25F731B 或者雷神飞机公司服务通报 34-3166。/For Hawker 800XP aircraft equipped with Rockwell Collins EFIS-86 avionics (with Collins ADC-86), either Modification 25F731B or Raytheon Aircraft Company Service Bulletin 34-3166 must be embodied.
- 安装有 Collins ProLine 21 航空电子设备的 Hawker 800XP 飞机/For Hawker 800XP aircraft equipped with Collins ProLine 21 avionics:
系列号 258541, 258556, 258567 至 258586, 要求实施雷神飞机公司服务通报 34-3517/Aircraft 258541, 258556, 258567 through 258586, require embodiment of Raytheon Aircraft Company Service Bulletin 34-3517
系列号 258587 至 258609, 258611 至 258628, 258630 至 258684, 258686 至 258734, 258736 至 258788, 258795, 258802, 258821, 258825, 258829, 258834, 258840, 和 258847 从雷神飞机公司交付的新飞机起按照型号设计就具有减小最小垂直间隔飞行 (RVSM) 能力。/Aircraft 258587 through 258609, 258611 through 258628, 258630

through 258684, 258686 through 258734, 258736 through 258788, 258795, 258802, 258821, 258825, 258829, 258834, 258840, and 258847 are RVSM-capable by type design as delivered new from Raytheon Aircraft Company.

对于减小了的最小垂直间隔飞行工作的最后批准必须由飞机的运行商从当地的 CAAC 飞行标准办公室或者同等权力当局机构那里得到批准。/Final approval for RVSM operations must be obtained by the operator from the local CAAC Flight Standards Office or equivalent.

第 3 节/SECTION 3: Hawker 850XP

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | Hawker 850XP |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | Hawker Beechcraft Corporation
9709 East Central
Wichita, Kansas 67206 |
| 4. FAA 批准日期/FAA Approved Date: | 2006.02.28/28 February 2006 |
| 5. FAA 数据单号/FAA Data Sheet No: | A3EU 版次/Revision 37 |
| 6. 国家批准日期/CAAC Approved Date: | 2007.11.16/16 November 2007 |
| 7. CAAC 数据单号/CAAC Data Sheet No: | VTC0088A 版次/Revision 1 |
| 8. 说明/Description | |
- Hawker 850XP 与 Hawker 800XP 飞机有下述重大不同: 在机翼外侧增加小翼。
/The Hawker 850XP differs respectively from the Hawker 800XP aircraft in the following major respects: Addition of winglets on the outboard wings.

II. 认可审定基础/Validation Certification Basis

1. 历史追溯/History retroactive: 由美国政府 FAA 向英国政府 CAA 通报的 CAR10, BCAR 要求(1963 年 11 月 1 日)和特殊条件, 包括颁发日期为 1961 年 4 月 1 日的认可安排注释 1, 第 1 版。本合格证与签发日期为 1953 年 12 月的 CAR.4b 修订版 4b-1 至 4b-14 具有同等效力, 但不包括 CAR.4b 350(e), 而包括特殊条例 SR.422B。/CAR.10, BCAR Requirements (1 November, 1963), and Special Conditions notified by the US Government (FAA) to the UK Government (Air Registration Board - CAA) including Validation Arrangements (V.A.) Note 1, Issue 1, dated April 19, 1961. This certification is equivalent to CAR.4b dated December 1953, Amendment 4b-1 through 4b-14, exclusive of CAR.4b 350(e) and including Special Regulation SR.422B.
2. 豁免/Exemptions: CAR.4b.437(FAA 豁免第 573 号/FAA Exemption No.573).
3. FAR 补充要求/Additional FAR Requirements:
 - 1) FAR 25.2 修正案 25-20 “特殊追溯力要求” /FAR 25.2 as amended through amendment 25-20 - “Special retroactive requirements”
 - 2) FAR 25.305 修正案 25-54(仅限机翼) “强度与变形” /FAR 25.305 as amended through amendment 25-54 (For wing only) - “Strength and deformation”
 - 3) FAR 25.571 修正案 25-54(仅限机翼与发动机安装) “损伤容限与结构疲劳评估” /FAR 25.571 as amended through amendment 25-54 (For wing and engine mounts only) - “Damage-tolerances and fatigue evaluation of structure”
 - 4) FAR 25.903(d)(1)修正案 25-40 “发动机” /FAR 25.903(d)(1) as amended through amendment 25-40 - “Engines”
 - 5) FAR 25.979 (a) 至 (c)修正案 25-38 “压力加油系统” /FAR 25.979 (a) through (c) as amended through amendment 25-38 - “Pressure fueling system”
 - 6) FAR 25.1419 修正案 25-23 “防冰” / FAR 25.1419 as amended through amendment 25-23 - “Ice protection”
 - 7) FAR 25.1529 修正案 25-54 “连续适航说明” / FAR 25.1529 as amended through amendment 25-54 - “Instructions for Continued Airworthiness”
4. 等效安全调查/Equivalent Safety Findings:
 - 1) FAR 25.773(b)(2)修正案 25-46 “驾驶舱视野” /FAR 25.773(b)(2) as amended through amendment 25-46 - “Pilot compartment view”
 - 2) FAR 25.613(a)修正案 25-46 “材料强度特性和设计值” /FAR 25.613(a) as amended through amendment 25-46 - “Material strength properties and design values”
 - 3) FAR 25.615(a)修正案 25-23 “设计特性” / FAR 25.615(a) as amended through amendment 25-23 - “Design properties”

5. 建立符合 14 CFR 25.1549 的等效安全水平 - N2 的数字式表示、滑油温度、滑油压力和燃油流量。
/Equivalent Level of Safety is established with: 14 CFR 25.1549 – digital presentation of N2, oil temperature, oil pressure and fuel flow.
6. 专用条件/Special Condition: 第 25-181-SC 号 高强度辐射场 (HIRF) /No. 25-181-SC High Intensity Radiated Fields (HIRF)
7. 补充要求仅适用于发动机电子控制和马赫数调整系统/Additional Requirements applied only to the Engine Electronic Controls (EEC's) and Mach Trim System:
- 1) FAR 第 25.1316 修正案 25-80 “防雷击系统” /FAR Part 25.1316 as amended through amendment 25-80 - “System lightning protection”
 - 2) 第 25-ANM-98 号专用条件 高强度辐射场/Special Condition No. 25-ANM-98 High Intensity Radiated Fields (HIRF)
8. 仅适用于反推力装置的补充要求/Additional requirements applied only to the thrust reverser installation::
- 1) FAR 25.933 修正案 25-40 “反向系统” /FAR 25.933 as amended through amendment 25-40 - “Reversing systems”
 - 2) FAR 25.934 修正案 25-23 “涡轮喷气发动机反推力系统试验” /FAR 25.934 as amended through amendment 25-23 - “Turbojet engine thrust reverser system test”
 - 3) FAR 25.1309 修正案 25-23 “设备、系统及其安装” /FAR 25.1309 as amended through amendment 25-23 - “Equipment, systems, and installations”
9. 对于安装在 Hawker 850XP 飞机上的 Collins Pro Line 21 航电设备, 补充 14 CFR 第 25 部修正案 25-1 至 25-97 要求如下/For the Collins Pro Line 21 Avionics installed on the Hawker 850XP the additional 14 CFR Part 25, Amendment 25-1 through 25-97, requirements are as follows:

25.301(a),(b)	25.603	25.1323(a),(b),(c),(d)
25.303	25.605(a)	25.1325(a),(c),(d),(e)
25.305(a),(b)	25.609(a)	25.1327(a)
25.307(a)	25.613(a)	25.1329(a),(c),(e),(f),(h)
25.321	25.629(a)	25.1331
25.331	25.672	25.1333
25.333	25.677(a),(b)	25.1335
25.337	25.683	25.1337(b),(c)
25.341	25.773(a)(2)	25.1351(a),(b),(d)
25.345	25.777(d)	25.1353(a),(b)
25.349	25.779	25.1355
25.351	25.843(a)	25.1357(a),(c),(d),(e),(g)
25.365(a),(b),(d)	25.853(a)	25.1381
25.367	25.869	25.1431(a),(c)
25.373	25.1301	25.1529
25.391(b)	25.1303	25.1543(b)
25.395(b)	25.1305(a),(c),(d)	25.1547(a),(d)
25.397(b)	25.1307(c),(d),(e)	25.1549(a),(b),(c),(d)
25.561	25.1309(a),(b),(c),(d),(e)	25.1553
25.581(a),(c)	25.1316	25.1581
25.601	25.1321(a),(b),(c),(d),(e)	25.1587

10. 燃油排泄与排气排放要求/Fuel Venting and Exhaust Emission Requirements: FAR 第 34 部基础版/FAR Part 34 basic issue
11. 噪声标准/Noise Standards: FAR 第 36 部修正案 36-1 至 36-20/FAR Part 36 as amended by amendments 36-1 through 36-20.
12. 针对 Hawker 850XP 飞机加装翼尖小翼, 补充下列条款/For the Hawker 850XP airplanes, the addition of the following for the winglets:
- 14 CFR 25.445(a), 修改版 25-86/as amended through 25-86
 - 14 CFR 25.581(b), 修改版 25-23/as amended through 25-23
 - 14 CFR 25.615(a), 修改版 25-23/as amended through 25-23
 - 14 CFR 25.954(a)(b), 修改版 25-14/as amended through 25-14

III. 技术特征和运行限制/Technical Characteristics and Operational Limitations

发动机/Engines	2 台联信发动机公司的 TFE 731-5BR 涡扇发动机。/ 2 Allied Signal Engines TFE 731-5BR turbofan engines.	
燃油/Fuel	航空煤油的规范按照/ Aviation Kerosene to specification. Defence Standard 91-87, NATO Code F-34, Defence Standard 91-91, NATO Code F-35, ASTM .D.1655 (Jet A 或/ or Jet A-1), CAN/COGS 3.23/ (Jet A 或/ or Jet A-1), Mil-T-83133 JP8 级/Grade, GOST 10227-86 (TS-1, T-1 或/ or RT.), GB 6537-94/No.3. 航空宽馏分燃油的规范按照/ Aviation Wide-cut to specification. Defence Standard 91-88, NATO Code F-40, ASTM D.1655 Jet B, MIL-T-5624 JP4 和 /and JP5 级/Grades, CAN/COGS 3.22/ Jet B, GOST 10227-86 T-2.	
发动机限制/Engine Limits	TFE 731-5BR APR 不工作/ with APR not operating	TFE 731-5BR APR 工作/ with APR operating
起飞静推力, 标准天气, 海平面状态 (5 分钟限制) 磅/ Take-off static thrust standard day, sea level conditions (5 minute limit) lbs.	4,750	4,750
最大连续静推力, 标准天气, 海平面状态 (无限制) 磅/ Maximum continuous static thrust, standard day, sea level conditions (unrestricted) lbs.	4,634	4,634
最大许可发动机转子工作转速/ Maximum permissible engine rotor operating speed		
低压轴/L.P. Shaft (N1)	100% (21,000 转/分 rpm)	100 % (21,000 转/分 rpm)
高压轴/H.P. Shaft (N2)	100.8% (30,540 转/分 rpm)	100.8 % (30,540 转/分 rpm)
最大许可级间涡轮温度(ITT)/ Maximum permissible interstage turbine temperature (ITT):		
起飞/Take-off (5 分钟最大/minutes maximum)	978°C	996°C
起飞/Take-off (5 秒钟最大/ second maximum)	1006°C	1006°C
起飞/Take-off (2 秒钟最大/ second maximum)	1016°C	1016°C
最大连续/Maximum continuous	968°C	968°C
发动机启动和重新点火/Engine starting and relighting (无限制/unrestricted)	978°C	978°C
发动机启动和重新点火/Engine starting and relighting (10 秒钟/seconds)	996°C	996°C
发动机启动和重新点火/Engine starting and relighting (5 秒钟/seconds)	above 996°C	above 996°C
最大许可滑油温度/Maximum permissible oil temperature:		
海平面至 30,000 英尺/Sea level to 30,000ft.	127°C	127°C
30,000 英尺以上/Above 30,000 ft.	140°C	140°C

最高温度以上的瞬态温度, 在任何高度的时间不超过 2 分钟以上/ Transient temperature above maximum at any altitude for a duration of not more than two minutes	149°C	149°C
最小许可滑油温度/ Minimum permissible oil temperature:		
发动机启动时/Engine starting	-40°C	-40°C
起飞前/Before take-off	+30°C	+30°C
最大许可的空气提取量/Maximum permissible air bleed extraction:		
低压空气源/L.P. air source	5 %	5 %
高压空气源(爬升和巡航状态)/ H.P. air source (climb and cruise condition)	3 %	3 %
高压空气源(仅下降状态)/ H.P. air source (descent condition only)	5 %	5 %

空速限制/Airspeed Limits(IAS)

V _{MO} (最大工作/maximum operating)	
用机腹油箱燃油/With fuel in the ventral tank	280 节/knots
机腹油箱空/ With ventral tanks empty,	
海平面至 12,000 英尺/Sea level to 12,000 ft.	335 节/knots
每 680 英尺高度速度线性减少 1 节,	
至 29,000 英尺时达到 310 节/ decreasing linearly 1 knot per 680 ft.	
to 310 kts. at 29,000 ft.	
M _{MO} (最大工作/maximum operating)	0.80 M
M _{MO} (马赫数调整片不可用/不工作/ Mach Trimmer unserviceable/inoperative)	0.73 M
V _A (机动/maneuvering)	
海平面/Sea level	196 节/knots
10,000 英尺/ft.	202 节/knots
20,000 英尺/ft.	207 节/knots
30,000 英尺/ft.	217 节/knots
35,000 英尺/ft.	225 节/knots
38,000 英尺/ft.	231 节/knots
40,000 英尺/ft.	236 节/knots
41,000 英尺/ft.	238 节/knots
V _{FE} (放下襟翼速度/Flap speeds)	
偏转/Deflection	
15°	220 节/knots
25°	175 节/knots
45°	165 节/knots
V _{LO} (起落架放下/landing gear operation)	
收起/Retract	220 节/knots
放下/Extend	220 节/knots
V _{LE} (起落架放下/landing gear extended)	220 节/knots

V _{MC} (最小操纵速度/minimum control speed)	
(海平面,温度低于 23°C/at sea level for temperatures below 23°C)	
V _{MCA} (襟翼/with flaps 0°)	114.0 节/knots
V _{MCA} (襟翼/with flaps 15°)	108.0 节/knots
V _{MCG} (襟翼/with flaps 0° or 15°)	115.5 节/knots
V _{MCL} (襟翼/with flaps 25°)	106.0 节/knots
V _{MCL} (襟翼/with flaps 45°)	105.0 节/knots

数据/Datum

重心(位置 353.04 英寸)位于机身基准点前 11 英尺/The center of gravity datum (station 353.04 inches) is 11 feet forward of the fuselage reference point.
基准点是由右侧发动机吊舱下方机身蒙皮上的螺栓孔确定的。
/The reference point is defined by an eye bolt on the fuselage skin located beneath the starboard engine pod.

标准平均弦长/Standard Mean Chord (SMC)

87.16 英寸/in.

SMC 的前缘是此数据前 15.70 英寸 (SMC 的定义, 参阅批准的飞行手册 AFM)。/
The leading edge of the SMC is 15.70 in. forward of the datum (for SMC definition, see Approved Flight Manual).

重心范围/C.G. Range(起落架和襟翼收状态/Gear and Flaps Retracted)

重量/Wt. 磅/Lbs.		前限/ Forward Limits		后限/Aft Limits 机腹油箱空/with Empty Ventral Tank		后限/Aft Limits 机腹油箱满油/with Full Ventral Tank	
		% SMC	*英尺/Ft.	% SMC	*英尺/Ft.	% SMC	*英尺/Ft.
28,000	**	24.78	+0.49		N/A	32.08	+1.02
27,100	**	23.40	+0.39		N/A	34.98	+1.23
27,000		20.72	+0.20	25.57	+0.55	34.98	+1.23
26,950		19.37	+0.10	25.68	+0.56	34.98	+1.23
26,000		17.57	-0.03	27.84	+0.72	34.98	+1.23
25,500		17.07	-0.07	28.98	+0.80	34.98	+1.23
25,000		16.57	-0.10	28.88	+0.79	34.98	+1.23
24,000		15.67	-0.17	28.68	+0.78	34.98	+1.23
23,350		15.37	-0.19	28.59	+0.77		N/A
23,000		15.18	-0.20	28.49	+0.76	33.54	+1.13
22,600		15.05	-0.21	28.41	+0.76	32.97	+1.09
22,400		15.09	-0.21	28.37	+0.75		N/A
22,000		14.97	-0.22	27.53	+0.69		N/A
21,400		14.97	-0.22	26.27	+0.60		N/A
20,400		14.97	-0.22	26.57	+0.62		N/A
18,450	***	15.67	-0.17	24.68	+0.49		N/A
17,700		14.97	-0.22	29.17	+0.81		N/A
17,000	***	15.67	-0.17	29.57	+0.84		N/A
16,100		14.97	-0.22	29.29	+0.82		N/A
15,750		14.97	-0.22	29.06	+0.80		N/A
15,465	***	15.67	-0.17	29.15	+0.81		N/A
14,120	***	18.97	+0.07	28.67	+0.78		N/A

距重心数据的英尺数 (负值在重心前, 正值在重心后)/

- * Feet from CG Datum (negative is forward and positive is aft)
- ** 仅适用于机腹油箱满油状态/Applicable with Full Ventral Tank Only
- *** 零油重量极限/Zero Fuel Weight Limits

重心范围 (续) /C.G. Range (Cont.)

项目 (放下) /Item (Extending)

力矩变化 (英寸-磅) /Moment Change In. Lb.

襟翼/Wing flaps	15°	+538
	25°	+879
	45°	+1593
主起落架/Main landing gear		-1980
前起落架/Nose landing gear		+1380

此飞机通常是在机翼襟翼收起状态称重。

/The airplane is normally weighed with wing flaps retracted.

水平测量/Leveling Means

用站位 309.35 和 371.55 处机身座椅导轨中的前后对正螺栓。

/Fore and aft alignment bolts are situated in the fuselage seat rails at stations 309.35 and 371.55.

最大重量/Maximum Weights

最大停机坪重量/Maximum ramp weight	28,120 磅/Lbs.
最大刹车释放重量/Maximum brake release weight	28,000 磅/Lbs.
最大着陆重量/Maximum landing weight	23,350 磅/Lbs.
最大零油重量/Maximum zero fuel weight	18,450 磅/Lbs.
最小工作重量/Minimum operating weight	16,100 磅/Lbs.
最小零油重量/Minimum zero fuel weight	14,120 磅/Lbs.

最小机组/Minimum Crew

所有飞行均 2 名飞行员/For all flights, 2 pilots

最大乘客数/Maximum Passengers 15 最多/Maximum

– CAAC 批准的座位布局, 请参阅系列中具体的 CAAC 飞机飞行手册中的重量和平衡部分, 或者重量和平衡手册。/For CAAC approved seating configuration, refer to serial specific CAAC Airplane Flight Manual weight and balance section, or Weight and Balance Manual.

最大行李/Maximum Baggage
舱/Compartment

机身/Body
站位/Station

最大/Maximum
负荷/Load
磅/英尺²/Lb/Ft²

容量/Capacity
磅/Pounds
(见注释 2)/(See NOTE 2)

前/Forward	180.25 至/to 234.24	100	225
前舱/Forward cabin			
(a) 侧地板/Side floor	245.85 至/to 303.85	50	
(b) 中央地板/Center floor	245.86 至/to 303.85	60	
后舱/Aft cabin			
(a) 侧地板/Side floor	303.85 至/to 395.3	50	
(b) 中央地板/Center floor	303.85 至/to 395.3	60	
后/Aft	397.80 至/to 422.3	100	210

燃油容量/Fuel Capacity

可用燃油/Usable Fuel

位置/Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英寸/In.
油箱/Tank 1	634.00	4,223	8.20
油箱/Tank 2	634.00	4,223	8.20
机腹油箱/Ventral tank*	233.00	1,552	100.40
合计/Total	1,501.00	9,998	22.51

可用燃油/Usable Fuel (压力加油时/Pressure refueled)			
位置 Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英寸/In.
油箱 Tank 1	631.60	4,207	8.20
油箱 Tank 2	631.60	4,207	8.20
机腹油箱 Ventral tank*	229.40	1,528	100.40
合计 Total	1,492.60	9,942	22.61

*装有外部盥洗室保养设备的飞机，其机腹油箱的容积减少 4.8 加仑。/The contents of the ventral fuel tank are reduced by 4.8 gallons for aircraft which have fitted an external toilet servicing facility.

滑油容量/Oil Capacity

发动机箱中的滑油是滑油系统循环所要求的滑油/Engine Tank Oil is the oil that is required for circulation in the system.

位置 Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 质量/Weight 磅/Lbs.	力臂/Arm 英寸/In.	力矩/Moment 英寸-磅/In. Lbs.
油箱/No. 1	1.65	12.4	90.84	1,126
油箱/No. 2	1.65	12.4	90.84	1,126
合计/Total	3.30	24.8	90.84	2,252

最大运行高度/Maximum Operating Altitude 41,000 英尺/feet.

产品序号//Serial Numbers Eligible:

258789 至/through 258794, 258796, 258798 至/through 258801, 和/and 258803 至/through 258820, 258822, 258823, 258826 至/through 258828, 258830 至/through 258833, 258835 至/through 258839, 258841, 258842, 258844 至/through 258846, 258848, 258852, 258855, 258858, 258859, 258861, 258872, 及以后/and after.

IV. 注释/Notes

注释/NOTE 1

- 每架飞机当前的重量和平衡报告，包括审定空机重量和负载说明书中的设备清单，必须在每架飞机初始取证时提供。/A current weight and balance report, including list of equipment in certificated empty weight and loading instructions, must be provided for each aircraft at the time of original certification.
- 必须将飞机加载，这样，在燃油使用和飞行员及乘客离开他们的指定位置走动时的影响的所有时间内，飞机的重心完全处在规定的限制范围之内。/The airplane must be loaded so that the C.G. is within the specified limits at all times with the effect of fuel use and movement of crew and passengers from their assigned positions being considered.
- “可排放的不可用燃油”是指在 CAR4b.416 中规定的关键飞行状态下发动机无法从油箱中得到的燃油量。此可排放不可用燃油不包括“油箱残留燃油”。总的不可用可排放燃油必须包括在飞机的空机重量中，或者在此飞机的重量与平衡报告中必须给予适当考虑。不可用燃油的总容积加仑数如下：/The "drainable unusable fuel" is the amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b.416. This drainable unusable fuel does not include the "tank trapped fuel". The total unusable fuel must be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report. The total volume of unusable fuel in gallons is as follows:
所有飞机/Airplane Total(Hawker 800XP 及/and Hawker 850XP)

	容积/Volume 美加仑/U.S. Gal	重量/Weight 磅/Lbs.	臂长/Arm 英寸/In.
残留油箱/Tank trapped	3.3	22.0	-15.6
可排放燃油/Drainable (机翼/Wing)	8.1	54.0	-14.0
不可用燃油/Unusable (机腹/Ventral)	0.7	5.0	74.4
不可用燃油总量/Total unusable fuel	12.1	81.0	-9.0

- (d) 发动机系统滑油是发动机滑油总量减掉可从油箱中排放出去的量。/Engine System oil is the total engine oil less than the quantity drainable from the tank.
对于安装了 Garrett TFE 731 发动机的下述飞机, 不可排放的滑油是: /The undrainable oil for the following aircraft fitted with Garrett TFE 731 engines is:
Hawker 800XP 和/and Hawker 850XP

位置/ Location	容量: 美加仑/ Volume U.S. Gal.	重量 磅/ Weight Lb.	臂长 英寸/ Arm In.	力矩 英寸-磅/ Moment In. Lb.
1 号/No. 1	1.5	11.3	106.2	1200
2 号/No. 2	1.5	11.3	106.2	1200
总量/Total	3.0	22.6	106.2	2400

注释/NOTE 2

最大座舱载荷/Maximum Cabin Loads	总数/Total	前梁之前/Fwd of Front Spar	后梁之后/Aft of Front Spar
Hawker 800XP, Hawker 850XP	3050 磅/Lbs.	1550 磅/Lbs.	1680 磅/Lbs.

前梁框之前或者之后的最大负荷包括 乘客座椅负荷、乘客负荷 (包括超额的人员) 和行李舱中负荷。/Maximum load forward or aft of front spar frame datum includes loads of passenger seats, their occupants (including supernumerary) and of the appropriate luggage compartments.
为了确保飞机的重心处在许可限制范围内, 也许必须将负荷减少到小于上述最大负荷。
/To ensure that airplane C.G. is within allowable limits it may be necessary to reduce loads to less than maximum stated above.

注释/NOTE 3 使用寿命限制和适航结构检查/Service Life Limits and Airworthiness Structural Inspections:

- (a) 结构件的使用寿命限制/Service Life Limits of Structural Components.
具有临界疲劳特性的飞机结构件的使用寿命限制列在 Hawker Beechcraft 飞机公司适航限制文件参考 CJE-HPA-C-GEN-AW1667, 或 FAA 批准的更新版本中。/The service life limits for aircraft structural parts which are fatigue critical are listed in Hawker Beechcraft Company Airworthiness Limitations Document Reference CJE-HPA-C-GEN-AW1667, latest FAA approved revision.

- (b) 适航结构检查 Airworthiness Structural Inspections.
对于 Hawker 850XP, 结构检查规定在第 3 部 Hawker850XP 飞机弹性维护大纲中的结构检查中, 件号 AFMS-800 或 AFMS-800XP, 以确保 Hawker 850XP 飞机在使用过程中的持续适航性。这些检查只有按照适航当局和飞机制造商之间的双方协议才能够改变。/For the Hawker 850XP the structural inspections specified in Part 3 Structural Inspections of the Hawker 850XP Aircraft Flexible Maintenance Schedule, part number AFMS-800 or AFMS-800XP, are essential to ensure the continued airworthiness of the Hawker 850XP in operational service. The inspections may be changed only with the mutual agreement between the airworthiness authorities and the aircraft manufacturer.

注释/NOTE 4

符合数据单中规范的煤油类型和宽馏分型燃油可以分别, 或以任何比例混合使用。当燃油类型改变后, 必须在下次起飞前进行检查以确保能够达到最大转速或者最大 ITT。满足下述规范的航空煤油可以在适当批准的飞行手册用或者补充手册中规定的限制内使用: /Kerosene type and wide-cut type fuels conforming to the specifications in the

data sheet may be used separately or mixed in any proportions. When the fuel type has been changed, a check must be made at the subsequent take-off to confirm that either the appropriate maximum r.p.m. or maximum ITT is being achieved. Aviation gasoline meeting the following specifications may be used within the limits specified in the appropriate Approved Flight Manual or Supplement:

美国/American: Mil-G-5572, JP4 and JP5 级/Grades; MIL-T-83133 JP8 G 级/Grade, ASTM D1655/JET A, JET A-1 和/and JET B 级/Grades.
 英国国防标准/British Defense Standards: 91-87, 91-90 and 91-91.
 加拿大/Canadian: 3-GP-23h; 3-GP-25; CAN/CGSB 3.23/Jet A 和/and Jet A-1; CAN/CGSB 3.22/Jet B
 俄罗斯/Russian: GOST 10227-86/ T-1, T-2, TS-1 高级和/premium and RT 级/Grades.
 中国/Chinese: GB 6537-94/ No. 3

注释/NOTE 5

Hawker 850XP 已经获得批准的减小了的最小垂直间隔飞行, 条件是必须满足以下准则中之一项: / The Hawker 850XP have been approved for Reduced Vertical Separation Minimum (RVSM) flight provided one of the following criteria are

- 安装有 Collins ProLine 21 航空电子设备的 Hawker 850XP 飞机/For Hawker 850XP aircraft equipped with Collins ProLine 21 avionics:
 系列号 258789 至 258794, 258796, 258798 至 258801, 和 258803 至 258820, 258822, 258823, 258826 至 258828, 258830 至 258833, 258835 至 258839, 258841, 258842, 258844 至 258846, 258848 及以后的系列号, 从雷神飞机公司交付的新飞机起按照型号设计就具有减小最小垂直间隔飞行 (RVSM) 能力。/Serial Number 258789 through 258794, 258796, 258798 through 258801, and 258803 through 258820, 258822, 258823, 258826 through 258828, 258830 through 258833, 258835 through 258839, 258841, 258842, 258844 through 258846, 258848 and subsequent; are RVSM-capable by type design as delivered new from Raytheon Aircraft Company;

对于减小了的最小垂直间隔飞行工作的最后批准必须由飞机的运行商从当地的 CAAC 飞行标准办公室或者同等权力当局机构那里得到批准。/Final approval for RVSM operations must be obtained by the operator from the local CAAC Flight Standards Office or equivalent.

第 4 节/SECTION 4: Hawker 900XP

I. 总则/General

1. 衍生型/Variant or Model: Hawker 900XP
2. 适航类别/Airworthiness Category: 运输类航空器/Transport category Aircraft
3. 型号合格证持有人/Type Certificate Holder: Hawker Beechcraft Corporation
9709 East Central
Wichita, Kansas 67206
4. FAA 批准日期/FAA Approved Date: 2007.08.24/24 August 2007
5. FAA 数据单号/FAA Data Sheet No: A3EU 版次/Revision 38
6. 国家批准日期/CAAC Approved Date: 2008.5.23/23 May 2008
7. CAAC 数据单号/CAAC Data Sheet No: VTC0088A 版次/Revision 2
8. 说明/Description
Hawker 900XP 与 Hawker 850XP 飞机有下述主要方面的不同:
霍尼韦尔宇航的 TFE731-50R 涡扇发动机替换了 TFE731-5BR 发动机, 更新了 Rockwell Collins Pro-Line 21 电子系统以在驾驶舱里集成新的发动机限制。
The Hawker 900XP differs respectively from the Hawker 850XP aircraft in the following major respects:
Honeywell Aerospace TFE731-50R turbofan engines replacing the TFE731-5BR engines, and updated Rockwell Collins Pro Line 21 Avionics to integrate with the new engine limitations in the cockpit.

II. 认可审定基础/Validation Certification Basis

1. 历史追溯/History retroactive: 由美国政府 FAA 向英国政府 CAA 通报的 CAR10, BCAR 要求(1963 年 11 月 1 日)和特殊条件, 包括颁发日期为 1961 年 4 月 1 日的认可安排注释 1, 第 1 版。本合格证与签发日期为 1953 年 12 月的 CAR.4b 修订版 4b-1 至 4b-14 具有同等效力, 但不包括 CAR.4b 350(e), 而包括特殊条例 SR.422B。/CAR.10, BCAR Requirements (1 November, 1963), and Special Conditions notified by the US Government (FAA) to the UK Government (Air Registration Board - CAA) including Validation Arrangements (V.A.) Note 1, Issue 1, dated April 19, 1961. This certification is equivalent to CAR.4b dated December 1953, Amendment 4b-1 through 4b-14, exclusive of CAR.4b 350(e) and including Special Regulation SR.422B.
2. 豁免/Exemptions: CAR.4b.437(FAA 豁免第 573 号/FAA Exemption No.573).
3. FAR 补充要求/Additional FAR Requirements:
 - 1) FAR 25.2 修正案 25-20 “特殊追溯力要求” /FAR 25.2 as amended through amendment 25-20 - “Special retroactive requirements”
 - 2) FAR 25.305 修正案 25-54(仅限机翼) “强度与变形” /FAR 25.305 as amended through amendment 25-54 (For wing only) - “Strength and deformation”
 - 3) FAR 25.571 修正案 25-54(仅限机翼与发动机安装) “损伤容限与结构疲劳评估” /FAR 25.571 as amended through amendment 25-54 (For wing and engine mounts only) - “Damage-tolerances and fatigue evaluation of structure”
 - 4) FAR 25.903(d)(1)修正案 25-40 “发动机” /FAR 25.903(d)(1) as amended through amendment 25-40 - “Engines”
 - 5) FAR 25.979 (a) 至 (c)修正案 25-38 “压力加油系统” /FAR 25.979 (a) through (c) as amended through amendment 25-38 - “Pressure fueling system”
 - 6) FAR 25.1419 修正案 25-23 “防冰” / FAR 25.1419 as amended through amendment 25-23 - “Ice protection”
 - 7) FAR 25.1529 修正案 25-54 “连续适航说明” / FAR 25.1529 as amended through amendment 25-54 - “Instructions for Continued Airworthiness”
 - 8) 14 CFR 25.901 (b) (1) (i) 修正案 25-46 / 14 CFR 25.901 (b) (1) (i) as amended through 25-46

- 9) 14 CFR 25.903 (a) (b) (e) (1) (2) 修正案 25-40 / 14 CFR 25.903 (a) (b) (e) (1) (2) as amended through 25-40
- 10) 14 CFR 25.939 (a) (c) 修正案 25-40 / 14 CFR 25.939 (a) (c) as amended through 25-40
- 11) 14 CFR 25.943 修正案 25-40 / 14 CFR 25.943 as amended through 25-40
- 12) 14 CFR 25.1322 (a) (b) (c) (d) as amended through 25-38 / 14 CFR 25.1322 (a) (b) (c) (d) as amended through 25-38
4. 等效安全调查/Equivalent Safety Findings:
 - 1) FAR 25.773(b)(2)修正案 25-46 “驾驶舱视野” /FAR 25.773(b)(2) as amended through amendment 25-46 - “Pilot compartment view”
 - 2) FAR 25.613(a)修正案 25-46 “材料强度特性和设计值” /FAR 25.613(a) as amended through amendment 25-46 - “Material strength properties and design values”
 - 3) FAR 25.615(a)修正案 25-23 “设计特性” / FAR 25.615(a) as amended through amendment 25-23 - “Design properties”
5. 建立符合 14 CFR 25.1549 的等效安全水平 - N2 的数字式表示、滑油温度、滑油压力和燃油流量。/Equivalent Level of Safety is established with: 14 CFR 25.1549 – digital presentation of N2, oil temperature, oil pressure and fuel flow.
6. 专用条件/Special Condition: 第 25-181-SC 号 高强度辐射场 (HIRF) /No. 25-181-SC High Intensity Radiated Fields (HIRF)
7. 补充要求仅适用于发动机电子控制和马赫数调整系统/Additional Requirements applied only to the Engine Electronic Controls (EEC's) and Mach Trim System:
 - 1) FAR 第 25.1316 修正案 25-80 “防雷击系统” /FAR Part 25.1316 as amended through amendment 25-80 - “System lightning protection”
 - 2) 第 25-ANM-98 号专用条件 高强度辐射场/Special Condition No. 25-ANM-98 High Intensity Radiated Fields (HIRF)
8. 仅适用于反推力装置的补充要求/Additional requirements applied only to the thrust reverser installation:.
 - 1) FAR 25.933 修正案 25-40 “反向系统” /FAR 25.933 as amended through amendment 25-40 - “Reversing systems”
 - 2) FAR 25.934 修正案 25-23 “涡轮喷气发动机反推力系统试验” /FAR 25.934 as amended through amendment 25-23 - “Turbojet engine thrust reverser system test”
 - 3) FAR 25.1309 修正案 25-23 “设备、系统及其安装” /FAR 25.1309 as amended through amendment 25-23 - “Equipment, systems, and installations”
9. 对于安装在 Hawker 850XP 飞机上的 Collins Pro Line 21 航电设备, 补充 14 CFR 第 25 部修正案 25-1 至 25-97 要求如下/For the Collins Pro Line 21 Avionics installed on the Hawker 850XP the additional 14 CFR Part 25, Amendment 25-1 through 25-97, requirements are as follows:

25.301(a),(b)	25.603	25.1323(a),(b),(c),(d)
25.303	25.605(a)	25.1325(a),(c),(d),(e)
25.305(a),(b)	25.609(a)	25.1327(a)
25.307(a)	25.613(a)	25.1329(a),(c),(e),(f),(h)
25.321	25.629(a)	25.1331
25.331	25.672	25.1333
25.333	25.677(a),(b)	25.1335
25.337	25.683	25.1337(b),(c)
25.341	25.773(a)(2)	25.1351(a),(b),(d)
25.345	25.777(d)	25.1353(a),(b)
25.349	25.779	25.1355
25.351	25.843(a)	25.1357(a),(c),(d),(e),(g)
25.365(a),(b),(d)	25.853(a)	25.1381
25.367	25.869	25.1431(a),(c)
25.373	25.1301	25.1529
25.391(b)	25.1303	25.1543(b)
25.395(b)	25.1305(a),(c),(d)	25.1547(a),(d)
25.397(b)	25.1307(c),(d),(e)	25.1549(a),(b),(c),(d)
25.561	25.1309(a),(b),(c),(d),(e)	25.1553
25.581(a),(c)	25.1316	25.1581
25.601	25.1321(a),(b),(c),(d),(e)	25.1587

- 10 燃油排泄与排气排放要求/Fuel Venting and Exhaust Emission Requirements: FAR 第 34 部基础版/FAR Part 34 basic issue
- 11 噪声标准/Noise Standards: FAR 第 36 部修正案 36-1 至 36-28/FAR Part 36 as amended by amendments 36-1 through 36-28.
- 12 针对 Hawker 850XP 飞机加装翼尖小翼, 补充下列条款/For the Hawker 850XP airplanes, the addition of the following for the winglets:
- 14 CFR 25.445(a), 修改版 25-86/as amended through 25-86
 - 14 CFR 25.581(b), 修改版 25-23/as amended through 25-23
 - 14 CFR 25.615(a), 修改版 25-23/as amended through 25-23
 - 14 CFR 25.954(a) (b), 修改版 25-14/as amended through 25-14

III. 技术特征和运行限制/Technical Characteristics and Operational Limitations

发动机/Engines 2 台霍尼韦尔宇航的 TFE731-50R 涡扇发动机。/
2 Honeywell Aerospace TFE731-50R turbofan engines

燃油/Fuel 航空煤油的规范按照/Aviation Kerosene to specification.
Defense Standard 91-87, NATO Code F-34, Defense Standard 91-91, NATO Code F-35, ASTM D.1655 (Jet A 或/or Jet A-1), CAN/CGSB 3.23/ (Jet A 或/or Jet A-1), Mil-T-83133 JP8 级/Grade, GOST 10227-86 (TS-1 或/or RT.), GB 6537-94/No.3.
航空宽馏分燃油的规范按照/Aviation Wide-cut to specification.
Defense Standard 91-88, NATO Code F-40, ASTM D.1655 Jet B, MIL-T-5624 JP4 和 /and JP5 级/Grades, CAN/CGSB 3.22/ Jet B, GOST 10227-86 T-2.

发动机限制/Engine Limits

起飞静推力, 标准天气,
海平面状态 (5 分钟限制) 磅/

TFE 731-50R	TFE 731-50R
APR 不工作/ with APR not operating	APR 工作/ with APR operating

4,750	4,750
-------	-------

Take-off static thrust standard day,
sea level conditions (5 minute limit) lbs.

最大连续静推力, 标准天气,

海平面状态 (无限制) 磅/

Maximum continuous static thrust,
standard day, sea level conditions

(unrestricted) lbs.

4,634

4,634

最大许可发动机转子工作转速/

Maximum permissible engine rotor operating speed

低压轴/L.P. Shaft (N1)

100%

100 %

(21,000 转/分 rpm) (21,000 转/分 rpm)

高压轴/H.P. Shaft (N2)

100%

101 %

(31,485 转/分 rpm) (31,800 转/分 rpm)

最大许可级间涡轮温度(ITT)/

Maximum permissible interstage turbine temperature (ITT):

起飞/Take-off (5 分钟最大/minutes maximum)

999°C

1022°C

最大连续/Maximum continuous

991°C

991°C

发动机启动和重新点火/Engine starting and relighting

(无限制/unrestricted)

994°C

994°C

最大许可滑油温度/Maximum permissible oil temperature:

海平面至 30,500 英尺/Sea level to 30,500 ft.

127°C

127°C

30,500 英尺以上/Above 30,500 ft.

140°C

140°C

最高温度以上的瞬态温度, 在任何高度的时间不超过

2 分钟以上/

149°C

149°C

Transient temperature above maximum at any altitude for
a duration of not more than two minutes

最小许可滑油温度/ Minimum permissible oil temperature:

发动机启动时/Engine starting

-40°C

-40°C

起飞前/Before take-off

+30°C

+30°C

最大许可的空气提取量/Maximum permissible air bleed extraction:

低压空气源/L.P. air source

5 %

5 %

高压空气源(爬升和巡航状态)/

3 %

3 %

H.P. air source (climb and cruise condition)

高压空气源(下降状态)/

5 %

5 %

H.P. air source (descent condition)

空速限制/Airspeed Limits(IAS)

V_{MO} (最大工作/maximum operating)

用机腹油箱燃油/With fuel in the ventral tank

280 节/knots

机腹油箱空/ With ventral tanks empty,

海平面至 12,000 英尺/Sea level to 12,000 ft.

335 节/knots

每 680 英尺高度速度线性减少 1 节,

至 29,000 英尺时达到 310 节/

decreasing linearly 1 knot per 680 ft.

to 310 kts. at 29,000 ft.

M_{MO} (最大工作/maximum operating)

0.80 M

M_{MO} (马赫数调整片不可用/不工作/

Mach Trimmer unserviceable/inoperative)

0.73 M

VA (机动/maneuvering)

海平面/Sea level	196 节/knots
10,000 英尺/ft.	202 节/knots
20,000 英尺/ft.	207 节/knots
30,000 英尺/ft.	217 节/knots
35,000 英尺/ft.	225 节/knots
38,000 英尺/ft.	231 节/knots
40,000 英尺/ft.	236 节/knots
41,000 英尺/ft.	238 节/knots

V_{FE} (放下襟翼速度/Flap speeds)

偏转/Deflection

15°	220 节/knots
25°	175 节/knots
45°	165 节/knots

V_{LO} (起落架操纵/landing gear operation)

收起/Retract

220 节/knots

放下/Extend

220 节/knots

V_{LE} (起落架放下/landing gear extended)

220 节/knots

V_{MC} (最小操纵速度/minimum control speed)

(海平面,温度低于 23°C/at sea level for temperatures below 23°C)

V_{MCA} (襟翼/with flaps 0°) 114.0 节/knots

V_{MCA} (襟翼 /with flaps 15°) 108.0 节/knots

V_{MCG} (0 节侧风, 襟翼 0° 或 15° /

0 Kt Crosswind, with flaps 0° or 15°) 115.5 节/knots

V_{MCL} (襟翼/with flaps 25°) 106.0 节/knots

V_{MCL} (襟翼/with flaps 45°) 105.0 节/knots

数据/Datum

重心(位置 353.04 英寸)位于机身基准点前 11 英尺/The center of gravity datum (station 353.04 inches) is 11 feet forward of the fuselage reference point.

基准点是由右侧发动机吊舱下方机身蒙皮上的螺栓孔确定的。

/The reference point is defined by an eye bolt on the fuselage skin located beneath the starboard engine pod.

标准平均弦长/Standard Mean Chord (SMC)

87.16 英寸/in.

SMC 的前缘是此数据前 15.70 英寸(SMC 的定义, 参阅批准的飞行手册 AFM)。 / 7.263 ft.. The leading edge of the SMC is 1.308 ft. forward of the c.g. datum.

重心范围/C.G. Range(起落架和襟翼收状态/Gear and Flaps Retracted)

重量/Wt. 磅/Lbs.		前限/ Forward Limits		后限/Aft Limits 机腹油箱空/with Empty Ventral Tank		后限/Aft Limits 机腹油箱满油/with Full Ventral Tank	
		% SMC	*英尺/Ft.	% SMC	*英尺/Ft.	% SMC	*英尺/Ft.
28,000	**	24.78	+0.49		N/A	32.08	+1.02
27,100	**	23.40	+0.39		N/A	34.98	+1.23
27,000		20.72	+0.20	25.57	+0.55	34.98	+1.23
26,950		19.37	+0.10	25.68	+0.56	34.98	+1.23

26,000	17.57	-0.03	27.84	+0.72	34.98	+1.23
25,500	17.07	-0.07	28.98	+0.80	34.98	+1.23
25,000	16.57	-0.10	28.88	+0.79	34.98	+1.23
24,000	15.67	-0.17	28.68	+0.78	34.98	+1.23
23,350	15.37	-0.19	28.59	+0.77		N/A
23,000	15.18	-0.20	28.49	+0.76	33.54	+1.13
22,600	15.05	-0.21	28.41	+0.76	32.97	+1.09
22,400	15.09	-0.21	28.37	+0.75		N/A
22,000	14.97	-0.22	27.53	+0.69		N/A
21,400	14.97	-0.22	26.27	+0.60		N/A
20,400	14.97	-0.22	26.57	+0.62		N/A
18,450	***	15.67	-0.17	24.68	+0.49	N/A
17,700		14.97	-0.22	29.17	+0.81	N/A
17,000	***	15.67	-0.17	29.57	+0.84	N/A
16,100		14.97	-0.22	29.29	+0.82	N/A
15,750		14.97	-0.22	29.06	+0.80	N/A
15,465	***	15.67	-0.17	29.15	+0.81	N/A
14,120	***	18.97	+0.07	28.67	+0.78	N/A

距重心数据的英尺数 (负值在重心前, 正值在重心后)/

- * Feet from CG Datum (negative is forward and positive is aft)
** 仅适用于机腹油箱满油状态/Applicable with Full Ventral Tank Only
*** 零油重量极限/Zero Fuel Weight Limits

重心范围 (续) /C.G. Range (Cont.)

项目 (放下) /Item (Extending)	力矩变化 (磅-英尺) /Moment Change Lb-ft.
襟翼/Wing flaps	15° +45
	25° +73
	45° +133
主起落架/Main landing gear	-165
前起落架/Nose landing gear	+115
此飞机是在机翼襟翼收起状态称重。 /The airplane is weighed with wing flaps retracted.	

水平测量/Leveling Means 用站位 309.35 和 371.55 处机身座椅导轨中的前后对正螺栓。
/Fore and aft alignment bolts are situated in the fuselage seat rails at stations 309.35 and 371.55.

最大重量/Maximum Weights

最大停机坪重量/Maximum ramp weight	28,120 磅/Lbs.
最大刹车释放重量/Maximum brake release weight	28,000 磅/Lbs.
最大着陆重量/Maximum landing weight	23,350 磅/Lbs.
最大零油重量/Maximum zero fuel weight	18,450 磅/Lbs.
最小工作重量/Minimum operating weight	16,100 磅/Lbs.
最小零油重量/Minimum zero fuel weight	14,120 磅/Lbs.

最小机组/Minimum Crew 所有飞行均 2 名飞行员/For all flights, 2 pilots

最大乘客数/Maximum Passengers 15 最多/Maximum

– CAAC 批准的座位布局, 请参阅系列中具体的 CAAC 飞机飞行手册中的重量和平衡部分, 或者重量和平衡手册。/For CAAC approved seating configuration, refer to serial specific CAAC Airplane Flight Manual weight and balance section, or Weight and Balance Manual.

最大行李/Maximum Baggage 可变的-参考系列中具体的 CAAC 飞机飞行手册 / Variable – Refer to the serial specific CAAC Airplane Flight Manual.

燃油容量/Fuel Capacity

可用燃油/Usable Fuel

位置/Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英尺/Ft.
油箱/Tank 1	634.00	4,223	0.68
油箱/Tank 2	634.00	4,223	0.68
机腹油箱/Ventral tank*	<u>233.00</u>	<u>1,552</u>	8.37
合计/Total	1,501.00	9,998	1.87

可用燃油/Usable Fuel (压力加油时/Pressure refueled)

位置 Location	容积/Volume 美加仑/U.S. Gal	最大/Maximum 重量/Weight 磅/Lbs.	力臂/Arm 英尺/Ft.
油箱 Tank 1	631.60	4,207	0.68
油箱 Tank 2	631.60	4,207	0.68
机腹油箱 Ventral tank*	<u>229.40</u>	<u>1,528</u>	8.37
合计 Total	1,492.60	9,942	1.86

*装有外部盥洗室保养设备的飞机, 其机腹油箱的容积减少 4.8 加仑。/The contents of the ventral fuel tank are reduced by 4.8 gallons for aircraft which have fitted an external toilet servicing facility.

滑油容量/Oil Capacity

发动机箱中的滑油是滑油系统循环所要求的滑油/Engine Tank Oil is the oil that is required for circulation in the system.

位置 /Location	容积/Volume 美加仑/U.S. Gal	最大 /Maximum 质量/ Weight 磅/Lbs.	力臂 /Arm 英尺/ Ft.	力矩/Moment 磅-英尺 / Lbs-Ft.
油箱/No. 1	3.01	24.09	8.49	204.52
油箱/No. 2	<u>3.01</u>	<u>24.09</u>	8.49	204.52
合计/Total	6.02	48.18	8.49	409.05

最大运行高度/Maximum Operating Altitude 41,000 英尺/feet.

产品序号//Serial Numbers Eligible: HA-0001 及以后 / Serial Number HA-0001 and after.

IV. 注释/Notes

注释/NOTE 1

- 每架飞机当前的重量和平衡报告, 包括审定空机重量和负载说明书中的设备清单, 必须在每架飞机初始取证时提供。/A current weight and balance report, including list of equipment in certificated empty weight and loading instructions, must be provided for each aircraft at the time of original certification.
- 必须将飞机加载, 这样, 在燃油使用和飞行员及乘客离开他们的指定位置走动时的影响的所有时间内, 飞机的重心完全处在规定的限制范围之内。/The airplane must be loaded so that the C.G. is within the specified limits at all times with the effect of fuel use and movement of crew and passengers from their assigned positions being considered.
- “可排放的不可用燃油”是指在 CAR4b.416 中规定的关键飞行状态下发动机无法从油

箱中得到的燃油量。此可排放不可用燃油不包括“油箱残留燃油”。总的不可用可排放燃油必须包括在飞机的空机重量中,或者在此飞机的重量与平衡报告中必须给予适当考虑。不可用燃油的总容积加仑数如下:/The "drainable unusable fuel" is the amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b.416. This drainable unusable fuel does not include the "tank trapped fuel". The total unusable fuel must be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report. The total volume of unusable fuel in gallons is as follows:

所有飞机/Airplane Total(Hawker 900XP)

	容积/Volume 美加仑/U.S. Gal	重量/Weight 磅/Lbs.	臂长/Arm 英尺/Ft.
残留燃油/ trapped	3.3	22.0	-1.30
可排放燃油/Drainable	8.1	59.0	1.16
不可用燃油总量/Total unusable	12.1	81.0	-0.75

- (d) 发动机系统滑油是发动机滑油总量减掉可从油箱中排放出去的量。/Engine System oil is the total engine oil less than the quantity drainable from the tank.

对于安装了霍尼韦尔宇航 TFE731-50R 发动机的 Hawker 900XP 飞机:/For the Hawker 900XP airplanes fitted with Honeywell Aerospace TFE731-50R engines:

两个发动机的滑油总量为 6.02 加仑。该重量包含在飞机的基本重量里。/ The total quantity of oil for both engines is 6.02 gallons. The weight of this is included in the Basic Aircraft Weight.

注释/NOTE 2

最大座舱载荷/Maximum Cabin Loads	总数/Total	前梁之前/Fwd of Front Spar 框/Frame Datum	后梁之后/Aft of Front Spar 框/Frame Datum
Hawker 800XP, Hawker 850XP	3050 磅/Lbs.	1550 磅/Lbs.	1680 磅/Lbs.

前梁框之前或者之后的最大负荷包括 乘客座椅负荷、乘客负荷 (包括超额的人员) 和行李舱中负荷。/Maximum load forward or aft of front spar frame datum includes loads of passenger seats, their occupants (including supernumerary) and of the appropriate luggage compartments.

为了确保飞机的重心处在许可限制范围内, 也许必须将负荷减少到小于上述最大负荷。/To ensure that airplane C.G. is within allowable limits it may be necessary to reduce loads to less than maximum stated above.

注释/NOTE 3 使用寿命限制和适航结构检查/Service Life Limits and Airworthiness Structural Inspections:

- (a) 结构件的使用寿命限制/Service Life Limits of Structural Components.

具有临界疲劳特性的飞机结构件的使用寿命限制列在 Hawker Beechcraft 公司适航限制文件参考 CJE-HPA-C-GEN-AW1667, 或 FAA 批准的更新版本中。/The service life for aircraft structural parts which are fatigue critical are listed in Hawker Beechcraft Corporation Airworthiness Limitations Document Reference CJE-HPA-C-GEN-AW1667, latest FAA approved revision.

- (b) 适航结构检查 Airworthiness Structural Inspections.

对于 Hawker 900XP, 结构检查规定在第 3 部 Hawker 900XP 飞机弹性维护大纲中的结构检查中, 件号 AFMS-800 或 AFMS-800XP, 以确保 Hawker 850XP 飞机在使用过程中的持续适航性。这些检查只有按照适航当局和飞机制造商之间的双方协议才能够改变。/For the Hawker 900XP the structural inspections specified in Part 3 Structural Inspections of the Hawker 900XP Aircraft Flexible Maintenance Schedule, part number AFMS-800 or AFMS-800XP, are essential to ensure the continued airworthiness of the Hawker 900XP in operational service. The inspections may be changed only with the mutual agreement between the airworthiness authorities and the aircraft manufacturer.

注释/NOTE 4

符合数据单中规范的煤油类型和宽馏分型燃油可以分别, 或以任何比例混合使用。当燃油类型改变后, 必须在下次起飞前进行检查以确保能够达到最大转速或者最大 ITT。满足下述规范的航空煤油可以在适当批准的飞行手册用或者补充手册中规定的限制内使用: /Kerosene type and wide-cut type fuels conforming to the specifications in the data sheet may be used separately or mixed in any proportions. When the fuel type has been changed, a check must be made at the subsequent take-off to confirm that either the appropriate maximum r.p.m. or maximum ITT is being achieved. Aviation gasoline meeting the following specifications may be used within the limits specified in the appropriate Approved Flight Manual or Supplement:

美国/American: Mil-G-5572, JP4 and JP5 级/Grades; MIL-T-83133 JP8 G 级/Grade, ASTM D1655/JET A, JET A-1 和/and JET B 级/Grades.
英国国防标准/British Defense Standards: 91-87, 91-90 and 91-91.
加拿大/Canadian: 3-GP-23h; 3-GP-25; CAN/CGSB 3.23/Jet A 和/and Jet A-1; CAN/CGSB 3.22/Jet B
俄罗斯/Russian: GOST 10227-86/ T-1, T-2, TS-1 高级和/premium and RT 级/Grades.
中国/Chinese: GB 6537-94/ No. 3

注释/NOTE 5

Hawker 850XP 已经获得批准的减小了的最小垂直间隔飞行, 条件是必须满足以下准则中之一项: / The Hawker 850XP have been approved for Reduced Vertical Separation Minimum (RVSM) flight provided one of the following criteria are met:

- 安装有 Collins ProLine 21 航空电子设备的 Hawker 900XP 飞机/ For Hawker 900XP aircraft equipped with Collins ProLine 21 avionics:
序列号 HA-0001 及以后的序列号, 从 Hawker Beechcraft 飞机公司交付的新飞机起按照型号设计就具有减小最小垂直间隔飞行(RVSM)能力。/ Serial Number HA-0001 and subsequent; are RVSM-capable by type design as delivered new from Hawker Beechcraft Corporation;

对于减小了的最小垂直间隔飞行工作的最后批准必须由飞机的运行商从当地的 CAAC 飞行标准办公室或者同等权力当局机构那里得到批准。/Final approval for RVSM operations must be obtained by the operator from the local CAAC Flight Standards Office or equivalent.

注释/NOTE 6

主数据清单 900E301900 定义了装有 Collins Pro Line 21 电子系统及 Honeywell Aerospace TFE731-50R 发动机的 Hawker 900XP 飞机。序列号 HA-0001 及后续的序列号要求按照飞机飞行手册 140-590037-0005 运行。/ Master Data List 900E301900 defines the introduction of the Hawker 900XP airplanes equipped with Collins Pro Line 21 Avionics in conjunction with Honeywell Aerospace TFE731-50R engines. Serial Number HA-0001 and subsequent are required to operate in accordance with the Airplane Flight Manual 140-590037-0005.