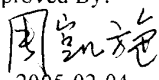


中国民用航空总局
CIVIL AVIATION ADMINISTRATION OF CHINA

编号/No.: VTC124A
修订/Rev.: 1
型号/Type: 269C
269C-1
269D 构型 "A"
批准人/Approved By: 
日期/Date: 2005-02-04

型号认可证数据单编号: VTC124A
Validation Type Certificate Data Sheet No. VTC124A

本数据单是型号认可证(编号: VTC124A)的一部分,它规定了一些条件和限制,在此条件和限制下,获得本型号认可证的产品满足下述“认可审定基础”段落给出的适航要求。

This data sheet which is a part of Validation Type Certificate (No. VTC124A) prescribes conditions and limitations under which the product for which the Validation Type Certificate was issued meets the airworthiness requirements indicated in "Validation Basis" paragraph.

型号合格证持有人: 施维泽尔飞机公司
邮政信箱: 147
纽约州埃尔迈拉市 14902
美国

Type Certificate Holder: Schweizer Aircraft Corporation
P.O. Box 147
Elmira, New York 14902
USA

美国 FAA 型号合格证 No. 4H12、数据单第 26 版,批准日期: 2002 年 10 月 31 日。

269C (正常类): 1970 年 5 月 15 日 FAA 批准, 2002 年 4 月 1 日 CAAC 认可;

269C (限制类): 1973 年 3 月 14 日 FAA 批准, 2002 年 4 月 1 日 CAAC 认可;

269C-1 (正常类): 1995 年 7 月 31 日 FAA 批准, 2002 年 4 月 1 日 CAAC 认: 。

269D 直升机构型 A (正常类): 2000 年 9 月 28 日批准, 2005 年 2 月 4 日 CAAC 认可。

Type Certificate No. 4H12, Data Sheet Revision 26, Approved by FAA on 31 Oct., 2002

Model 269C (Normal Category): Approved by FAA on May 15, 1970, validated by CAAC on April 1, 2002;

Model 269C (Restricted Category): Approved by FAA on March 14, 1973, validated by CAAC on April 1, 2002;

Model 269C-1 (Normal Category): Approved by FAA on July 31, 1995, validated by CAAC on April 1, 2002;

Model 269D Helicopter Configuration "A" (Normal Category): Approved by FAA on September 28, 2000, validated by CAAC on February 4, 2005.

269C 直升机 (正常类), FAA 于 1970 年 05 月 15 日批准, CAAC 于 2002 年 4 月 1 日认可; 269C 直升机 (限制类), FAA 于 1973 年 03 月 14 日批准, CAAC 于 2002 年 4 月 1 日认可

Model 269C Helicopter (Normal Category), Approved by FAA on May 15, 1970, Validated by CAAC on April 1, 2002; Model 269C Helicopter (Restricted Category), Approved by FAA on March 14, 1973, Validated by CAAC on April 1, 2002

发动机	Lycoming HIO-360-D1A			
Engine	Lycoming HIO-360-D1A			
燃油	见旋翼航空器飞行手册规定			
Fuel	See Rotorcraft Flight Manual			
发动机限制	<u>马力</u>	<u>转速</u>	<u>进气压力 (英寸汞柱)</u>	<u>高度 (英尺)</u>
对于 2050 磅总重	190	3200	26.0	海平面
	190	3200	24.7	4200
Engine Limits	<u>HP</u>	<u>RPM</u>	<u>MP IN HG</u>	<u>Altitude Feet</u>
For 2050 lbs.	190	3200	26.0	S.L
	190	3200	24.7	4200
旋翼限制转速和发动机使用转速	<u>无动力 (旋翼转速表)</u> 最大 504 转/分 最小 390 转/分		<u>有动力 (发动机转速表)</u> 最大 3200 转/分 最小 3000 转/分	
Rotor Limits and Engine Operating Speeds	<u>Power Off (Rotor Tach)</u> Max. 504 rpm Min. 390 rpm		<u>Power On (Engine Tach)</u> Max. 3200 rpm Min. 3000 rpm	
空速限制 (指示空速)	V _{ne} (不可超越) 海平面 109 英里/小时 (95 节) 对于 V _{ne} 随高度、随安装附件的减少以及限制类操作的 V _{ne} , 见旋翼航空器飞行手册。			
Airspeed Limits (IAS)	V _{ne} (Never Exceed) S.L. 109 mph (95 knots) For reduction on V _{ne} with altitude with accessories installed, and for restricted category operation, see Rotorcraft Flight Manual.			
高度限制	对于 1700 磅或更小, 14600 英尺 (密度高度) 对于 1700 磅以上, 12000 英尺 (密度高度)			
Altitude Limits	14600 feet density altitude for 1700 pounds or less 12000 feet density altitude for more than 1700 pounds			
重心范围 (纵向) (横向)	95.0 站位到 101.0 站位 对于附件安装的重心限制, 见旋翼航空器飞行手册 见旋翼航空器飞行手册装载说明			
C.G. Range (Longitudinal) (Lateral)	Sta. (95.0) to Sta. (101.0) For limits with accessories installed, see Rotorcraft Flight Manual. See Loading Instructions in Rotorcraft Flight Manual.			
调水平措施	主旋翼桨毂顶部			
Leveling Means	Top Of Main Rotor Hub.			

最大重量 Maximum Weight	对于最大重量随附件安装的减少, 见旋翼航空器飞行手册 正常类: 2050 磅 (见注 1) 限制类: 2150 磅 (见注 1) 起落架和支撑结构 (S/N-1796 及以后) 没有作过 2050 磅以上的结构验证。如果在 2050 磅以上重量着陆, 必须检查起落架横梁。 For reduction of maximum weight with accessories installed, see Rotorcraft Flight Manual. Normal Category: 2050 lbs. (See NOTE 1.) Restricted Category: 2150 lbs. (See NOTE 1.) The landing gear and support structure S/N -1796 and up are not structurally substantiated for operation above 2050 lbs. The cross beams must be inspected following landing above 2050 lbs.	
座位数 No. Seats	3 个, (83.2 站位 2 个, 80.0 站位一个) 3, (2 at Station 83.2; 1 at Station 80.0)	
最大货物 Maximum Cargo	见旋翼航空器飞行手册装载说明和限制 See Loading Instructions and Limitations in Rotorcraft Flight Manual.	
燃油容量 Fuel Capacity	序列号: 1796 到 1803 30.0 加仑 站位 108.5 65.2 加仑 (带选装燃油箱) 站位 108.5 序列号: 1804 及以后 33.0 加仑 站位 108.5 66.0 加仑 (带选装燃油箱) 站位 108.5	SN: 1796 thru 1803 30.0 gal Sta. 108.5 65.2 gal (with Optional Tank) Sta. 108.5 SN: 1804 and Subseq. 33.0 gal Sta. 108.5 66.0 gal (with Optional Tank) Sta. 108.5
滑油容量 Oil Capacity	2 加仑 站位 91 2 gal. Sta. 91	
起落架油气减震器压力 Landing Gear Oleo pressure	269A3240 “标准” 起落架 前: 350 磅/平方英寸 (零件号 269A3150-5、-15、-19) 后: 560 磅/平方英寸 (零件号 269A3150-7) 后: 725 磅/平方英寸 (零件号 269A3150-9、-17、-21) 269A3260 增高起落架 前: 350 磅/平方英寸 (零件号 269A3150-23) 后: 560 磅/平方英寸 (零件号 269A3150-27) 269A3240 “Standard” Landing Gear 350 psi front (P/N 269A3150-5,-15,-19) 560 psi rear (P/N 269A3150-7) 725 psi rear (P/N 269A3150-9, -17, -21) 269A3260 “Extended Height” Landing Gear 350 psi front (P/N 269A3150-23) 560 psi rear (P/N 269A3150-27)	
有效序列号 Serial Nos. Eligible	—1796 及以后 (序列号编码含义见注 5) --1796 and up (See NOTE 5 for Serial umber coding).	

基准 Datum	主旋翼中心线前 100 英寸 100 inches forward of main rotor centerline	
其它使用限制 Other Operating Limitations	见旋翼航空器飞行手册 要求的标牌见注 2，维修信息见注 4。 See Rotorcraft Flight Manual. See NOTE 2 for required placards. See NOTE 4 for maintenance.	
主旋翼桨叶运动	(相对于装配位置) 总距行程 $12^{\circ} \pm 1^{\circ}$ (按照 HMI 建立低桨距止动器以获得适当的自转 RPM) 周期变距 向前 8.5 ⁰ to 9.75 ⁰ 向后 6.5 ⁰ to 7.5 ⁰ 向左 6.5 ⁰ to 7.5 ⁰ 向右 4.5 ⁰ to 6.5 ⁰	
Main Rotor Blade Movements	(Relative to Rigging Position) Collective travel $12^{\circ} \pm 1^{\circ}$ (low pitch stop to be established in accordance with HMI to obtain proper auto rotation RPM). Cyclic, Forward 8.5 ⁰ to 9.75 ⁰ Aft 6.5 ⁰ to 7.5 ⁰ Left 6.5 ⁰ to 7.5 ⁰ Right 4.5 ⁰ to 6.5 ⁰	
主旋翼桨叶阻尼器设定 Main Rotor Blade Damper Setting	摩擦阻尼器 (269A1222、269A1927、269A1927-3) 扭矩值: 最小 200 英寸-磅, 最大 230 英寸-磅 Friction Dampers (269A1222, 269A1927, 269A1927-3). Torque to move the damper shaft through the low load stage: 200 in-lb. minimum, 230 in-lb. maximum.	
尾桨总距 Tail Rotor Blade Collective Pitch	269C 机 269A6034-7 尾桨组件 Model 269C with 269A6034-7 Tail Rotor Assembly	+26 ⁰ ±1 ⁰ (推力向右) -12 ⁰ ±1 ⁰ (推力向左) +26 ⁰ ±1 ⁰ (thrust to right) -12 ⁰ ±1 ⁰ (thrust to left)
使用寿命限制 Service Life Limits	FAA/DOA 批准的直升机飞行手册 FAA2001 年 10 月 24 日修订的旋翼航空器飞行手册 (No.CSP-C-1) 及 FAA 以后批准的新的版次。 FAA/DOA APPROVED HELICOPTER FLIGHT MANUALS The Rotorcraft Flight Manual (No.CSP-C-1) approved by FAA revised on 24 OCT 2001 and new revisions approved by FAA afterwards . 寿命限制件清单见注 3。 See NOTE 3 for list of life limited components.	
认可基础	认可基础由两部分组成: (1) 原 FAA 审定基础: 269C 正常类: 1951 年 1 月 15 日生效的 CAR 6, 再加上修正案 6-1 到 6-7 和 6-8, 不包括 CAR 6.604(c)。另外, 还要求符合 1958 年 5 月 17 日生效的 CAR 6.401(b), 1957 年 4 月 1 日生效的 CAR 6.637 和 1968 年 2 月 25 日生效的 FAR 27.1323(修正案 27-2、替代 CAR 6.612(a))。 269C 限制类: 1965 年 2 月生效的 FAR 21.25。 (2) 中国民用航空总局 (CAAC) 的附加要求: CCAR 27.33(e)、CCAR 27.399,1988 年 4 月 21 日	

Validation Basis	The validation basis is made up of two parts: (1) FAA certification basis: Model 269C (Normal Category):CAR Part 6 dated 15 January 1951, including Amendments 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amendment 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been required. Model 269C (Restricted Category): FAR 21.25 dated February 1, 1965. (2) CAAC additional requirements : CCAR 27.33(e),CCAR 27.399,21 Apr. 1988
生产基础 Production Basis	生产许可证 编号: 101 Production Certificate No. 101.
设计定义 Design definition	见编号为 269A0053-1 的总装配图纸 See Top Assembly Drawings No.269A0053-1
设备	适用的适航条例（见认可基础）里规定的基本要求设备必须安装在直升机上。所有必须安装的要求设备以及选装设备都列在下面的 Hughes/Schweizer 公司报告中: SA-269C-22-4 “设备清单, 269C 型直升机, 序列号: 1796 及以后。
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (See Validation Basis) must be installed in the helicopter for certification. All required equipment that must be installed as well as optional equipment installations are listed in the following Hughes/Schweizer reports: SA-269C-22-4 “Equipment List, Model 269C Helicopter S/N 1796 – Subseq.”

269C-1 直升机（正常类），FAA 于 1995 年 7 月 31 日批准，CAAC 于 2002 年 4 月 1 日认可。

Model 269C-1 Helicopter (Normal Category), Approved by FAA on July 31, 1995, Validated by CAAC on April 1, 2002.

发动机 Engine	Textron Lycoming HO-360-C1A, FAA 型号合格证 E-286 Textron Lycoming HIO-360-G1A, FAA 型号合格证 1E10 Textron Lycoming HO-360-C1A, FAA Type Certificate E-286 Textron Lycoming HIO-360-G1A, FAA Type Certificate 1E10			
燃油 Fuel	见旋翼航空器飞行手册规定 See Rotorcraft Flight Manual			
发动机限制	<u>马力</u>	<u>转速</u>	<u>进气压力</u> (英寸汞柱)	<u>高度 (英尺)</u>
最大连续功率	180	2700	全油门	海平面
Engine Limits	<u>HP</u>	<u>RPM</u>	<u>MP IN HG</u>	<u>Altitude Feet</u>
Max. Continuous	180	2700	Full Throttle	S.L.
旋翼限制转速和发动机使用转速	<u>无动力 (旋翼转速表)</u>		<u>有动力 (发动机转速表)</u>	
	最大 504 rpm		最大 2700 rpm	
	最小 390 rpm		最小 2534 rpm	
Rotor Limits and Engine Operating Speeds	<u>Power Off (Rotor Tach)</u>		<u>Power On (Engine Tach)</u>	
	Max. 504 rpm		Max. 2700 rpm	
	Min. 390 rpm		Min. 2534 rpm	

空速限制	Vne (不可超越速度): 海平面 94 节 (108 英里/小时)	
	Vne (舱门卸去): 90 节 (104 英里/小时)	
	对于 Vne 随高度的减少, 见旋翼航空器飞行手册	
Airspeed Limits	Vne (Never Exceed); S.L. 94 knots (108 mph)	
	Vne with Doors-Off; 90 knots (104 mph)	
	For reduction of Vne with altitude see Rotorcraft Flight Manual	
高度限制	起飞/着陆 -	8,000 英尺密度高度
	巡航 -	10,000 英尺密度高度
Altitude Limits	Takeoff/Landing -	8,000 ft density altitude
	Enroute -	10,000 ft density altitude
重心范围		
(纵向)	95.0 站位到 101.0 站位	
(横向)	见旋翼航空器飞行手册装载说明	
C.G. Range		
(Longitudinal)	Station (95.0) to Station (101.0)	
(Lateral)	See Loading instructions in Rotorcraft Flight Manual	
调水平措施	主旋翼桨毂顶部	
Leveling Means	Top of Main Rotor Hub	
基准	主旋翼中心线前 100 英寸	
Datum	100 inches forward of Main Rotor centerline	
最大重量	1750 磅	
Maximum Weight	1750 lbs	
座位数	2 个, (83.2 站位 2 个) 右侧主驾驶	
	3 个, (83.2 站位 2 个, 80.0 站位一个) 左侧主驾驶	
No. Seats	2, (2 at station 83.2) Right Hand PIC	
	3, (2 at station 83.2, 1 at station 80.0) Left Hand PIC	
最大货物	见旋翼航空器飞行手册装载说明和限制	
Maximum Cargo	See Loading Instructions and Limitations in Rotorcraft Flight Manual.	
燃油容量	序列号: 0001 到 0105	
	标准燃油箱	
	总容量 35.2 美加仑	站位 108.5
	可用容量 35.0 美加仑	站位 108.5
	标准 + 辅助燃油箱 (选装)	
	总容量 65.2 美加仑	站位 108.5
	可用容量 63.0 美加仑	站位 108.5
	序列号 0106 及以后	
	标准燃油箱	
	总容量 33.0 美加仑	站位 108.5
	可用容量 32.5 美加仑	站位 108.5
	标准 + 辅助燃油箱 (选装)	
	总容量 66.0 美加仑	站位 108.5
	可用容量 64.0 美加仑	站位 108.5

Fuel Capacity	S/N 0001 thru 0105	
	Standard	
	Total Capacity 35.2 U.S. gallons	Station 108.5
	Usable Capacity 35.0 U.S. gallons	Station 108.5
	Standard + Auxiliary (optional)	
	Total Capacity 65.2 U.S. gallons	Station 108.5
	Usable Capacity 63.0 U.S. gallons	Station 108.5
	S/N 0106 and Subsequent	
	Standard	
	Total Capacity 33.0 U.S. gallons	Station 108.5
	Usable Capacity 32.5 U.S. gallons	Station 108.5
	Standard + Auxiliary (optional)	
	Total Capacity 66.0 U.S. gallons	Station 108.5
	Usable Capacity 64.0 U.S. gallons	Station 108.5
滑油容量	2.0 加仑	站位 91
Oil Capacity	2.0 gallons	Station 91
起落架油气减震器压力	前: 350 磅/平方英寸 (零件号 269A3150-19)	
	后: 725 磅/平方英寸 (零件号 269A3150-21)	
Landing Gear Oleo pressure	350 psi front (P/N 269A3150-19)	
	725 psi rear (P/N 269A3150-21)	
有效序列号	—0001 及以后 (除序列号 0013 外)	
Serial Nos. Eligible	-- 0001 and subsequent except Serial No. 0013	
主旋翼桨叶运动	(相对于装配位置)	
	总距行程 $12^{\circ} \pm 1^{\circ}$ (按照 HMI 建立低桨距止动器以获得适当的自转 RPM)	
	周期变距	
	向前	7.5° to 9.4°
	向后	6.0° to 7.5°
	向左	6.5° to 7.5°
	向右	4.5° to 6.5°
Main Rotor Blade Movements	(Relative to Rigging Position)	
	Collective travel $12^{\circ} \pm 1^{\circ}$ (low pitch stop to be established in accordance with HMI to obtain proper auto rotation RPM).	
	Cyclic,	
	Forward	7.5° to 9.4°
	Aft	6.0° to 7.5°
	Left	6.5° to 7.5°
	Right	4.5° to 6.5°
尾桨总距	$+26^{\circ} \pm 1^{\circ}$ (推力向右); $-12^{\circ} \pm 1^{\circ}$ (推力向左)	
Tail Rotor Blade	$+26^{\circ} \pm 1^{\circ}$ (thrust to right); $-12^{\circ} \pm 1^{\circ}$ (thrust to left)	
使用寿命限制	见注 6。	
Service Life Limits	See Note 6.	

认可基础 Validation Basis	认可基础由两部分组成: (1) 原 FAA 审定基础: 正常类: 1951 年 1 月 15 日生效的 CAR 6, 再加上修正案 6-1 到 6-7 和 6-8, 不包括 CAR 6.604(c)。另外, 还要求符合 1958 年 5 月 17 日生效的 CAR 6.401(b), 1957 年 4 月 1 日生效的 CAR 6.637 和 1968 年 2 月 25 日生效的 FAR 27.1323(修正案 27-2、替代 CAR 6.612(a)), 按照 FAR36 部附录 J (第 20 修正案) 的噪声标准。 (2) 中国民用航空总局 (CAAC) 的附加要求: CCAR 27.33(e)、CCAR 27.399, 1988 年 4 月 21 日 The validation basis is made up of two parts: (1) FAA certification basis: (Normal Category): CAR Part 6 dated 15 January 1951, including Amendments 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957, FAR 27.1323 of Amendment 27-2 effective 25 February 1968 in lieu of CAR 6.612(a), and noise standards per FAR Part 36 Appendix J, Amendment 20 has been shown. (2) CAAC additional requirements: CCAR 27.33(e), CCAR 27.399, 21 Apr. 1988
生产基础 Production Basis	生产许可证 编号: 101 Production Certificate No. 101
其它使用限制 Other Operating Limitations	见旋翼航空器飞行手册。要求的标牌见注 2, 维修信息见注 4。 See Rotorcraft Flight Manual. See NOTE 2 for required placards. See NOTE 4 for maintenance.
设计定义 Design definition	见编号为 269A0053-3 的总装配图纸 See Top Assembly Drawings No. 269A0053-3
设备 Equipment	适用的适航条例 (见认可基础) 里规定的基本要求设备必须安装在直升机上。所有必须安装的要求设备以及选装设备都列在下面的 Schweizer 公司报告中: SA-269C-22-5。 The basic required equipment as prescribed in the applicable airworthiness regulations (See Validation Basis) must be installed in the helicopter for certification. All required equipment that must be installed as well as optional equipment installations are listed in the Schweizer Report SA-269C-22-5. <u>FAA 批准的直升机飞行手册</u> FAA 2002 年 10 月 24 日修订的旋翼航空器飞行手册 (No.CSP-C1-1) 及 FAA 以后批准的新的版次。 <u>FAA APPROVED HELICOPTER FLIGHT MANUAL</u> The Rotorcraft Flight Manual (No.CSP-C1-1) approved by FAA and revised on 24 Oct. 2002 and new revisions approved by FAA afterwards.
<u>269D 直升机构型 “A” (正常类), FAA 于 2000 年 9 月 28 日批准, CAAC 于 2005 年 2 月 4 日认可</u> <u>Model 269D Helicopter Configuration “A” (Normal Category) Approved by FAA on September 28, 2000, Validated by CAAC on February 3, 2005</u>	
发动机 Engine	Rolls-Royce 250-C20W 燃气涡轮 Rolls-Royce 250-C20W Gas Turbine

燃油 Fuel	等级 JP-4 或 JP-5 按 MIL-T-5624, Jet A, A-1, 或 B 按 ASTM D-1655, 和 等级 JP-8 按 MIL-T-83133 限制和特殊的操作状态见旋翼航空器飞行手册 和/或罗-罗操作和维修手册。 Grade JP-4 or JP-5 per MIL-T-5624, Jet A, A-1, or B per ASTM D-1655, and Grade JP-8 per MIL-T-83133 Refer To Rotorcraft Flight Manual And/Or Rolls-Royce Operation And Maintenance Manual For Limitation And Special Operation Condition.					
发动机限制		<u>马力</u>	<u>时间</u>	<u>N1 转速</u>	<u>扭矩</u>	<u>涡轮出口温度</u>
	最大连续	232			62.2 磅/英寸 ²	最大 738° C
	起飞	253	5 分		67.6 磅/英寸 ²	
	瞬间超扭	263	15 秒	最大 105%	70.3 磅/英寸 ²	最大 810° C
	N1 慢车转速: 59%-65%					
	100% N1= 50970 转/分					
	燃气温度限制: 启动和关车 810° C to 927° C, 10 秒					
	安装的动力涡轮限制 (90%N ₂) =29961 分/转					
	安装的动力输出轴限制 (90%N ₂) =5414 分/转					
Engine Limits		<u>HP</u>	<u>Time</u>	<u>N1RPM</u>	<u>Torque</u>	<u>TOT</u>
	Max. Continuous	232			62.2 psi	Max. 738° C
	Take off	253	5 min.		67.6 psi	
	Transient Over	263	15 sec.	Max. 105%	70.3 psi	Max. 810° C
	Torque					
	N ₁ idle speed: 59%-65%					
	100% N1= 50970 RPM					
	TOT limits: Start up and shut down 810° C to 927° C, 10 sec					
	Installed power Turbine Limit (90%N ₂) =29961RPM					
	Installed Output Shaft Limit (90%N ₂) =5414RPM					
旋翼限制转速和发动机使用转速	正常转速范围: 466 转/分到 471 转/分 (89% N ₂ 到 90% N ₂) 无动力 <u>有动力</u> 最大 500 转/分 最大 471 转/分 (90% N ₂) 最小 410 转/分 最小 466 转/分 (89% N ₂)					
Rotor Limits and Engine Operating Speeds	Normal Operating Range: 466 RPM to 471 RPM (89% N ₂ to 90% N ₂) <u>Power Off</u> <u>Power On</u> Max. 500 RPM Max. 471 RPM (90% N ₂) Min. 410 RPM Min. 466 RPM (89% N ₂)					
空速限制	V _{ne} (不可超越) 海平面: 110 海里/小时, 有动力 (总重 2301-2550 磅) 120 海里/小时, 有动力 (2300 磅和以下) 94 海里/小时 (自转时) 110 海里/小时 卸去舱门 (卸去舱门的任意组合) V _{ne} 随高度的减少, 见旋翼航空器飞行手册					
Airspeed Limits	V _{ne} (Never Exceed) S.L.: 110 kias Power- On (2301-2550 lbs G.W.) 120 kias Power-On (2300 lbs and below) 94 kias during Autorotations 110 kias Doors-Off Operation (any combination cabin door(s) off) For reduction of V _{ne} with altitude, see Rotorcraft Flight Manual					

高度限制	避免工作的区域见旋翼航空器飞行手册
Altitude Limits	最大取证压力高度: 13000 英尺 Avoid operational areas shown in the Rotorcraft Flight Manual Max. Certified Pressure Altitude:-13,000 ft
重心范围 (纵向)	前重心: 94.0 英寸站位 (2550 磅)到 92.0 英寸站位 (2000 磅和以下) 重心随重量线形变化。
(横向)	后重心: 96.0 英寸站位 (2550 磅)到 101.0 英寸站位 (2000 磅和以下) 重心随重量线形变化。
	右重心: 纵剖线+2.0 英寸(2550 磅)到 +4.0 英寸(2000 磅和以下), 重心随重量线形变化。
	左重心: 纵剖线-1.0 英寸(2550 磅)到 -3.0 英寸(2000 磅和以下), 重心随重量线形变化。
	横向重心 “+” 指飞机中心线的右侧, “-” 指飞机中心线的左侧,从后往前看。
C.G. Range (Longitudinal)	Fwd: 94.0 inches at 2550 lbs varying linearly to 92.0 inches at 2000 lbs and below.
	Aft: 96.0 inches at 2550 lbs varying linearly to 101.0 inches at 2000 lbs and below.
(Lateral)	Right: Buttline +2.0 inches at 2550 lbs varying linearly to +4.0 inches at 2000 lbs and below
	Left: Buttline-1.0 inches at 2550 lbs varying linearly to -3.0 inches at 2000 lbs and below
	Lateral “+” is right of aircraft centerline, “-” is left of aircraft centerline when looking forward.
调水平措施	主旋翼桨毂顶部
Leveling Means	Top Of Main Rotor Hub
基准	主旋翼桨毂中心线以前 100 英寸
Datum	100inches forward of main rotor HUB centerline
最大重量	正常类操作—2550 磅
Maximum Weight	在 4000 英尺密度高度以上起飞和着陆限于 2500 磅或以下 Normal Category Operations –2550 lbs Take-Off and Landing above 4,000 ft density altitude limited to 2,500 lbs or less
座位数	3 座构型 (68.6 站位 2 个, 78.6 站位一个)
No. Seats	4 座构型 (68.6 站位 2 个, 78.6 站位 2 个) 3 place Configuration (2 at Station 68.6; 1 at Station 78.6) 4 place Configuration (2 at Station 68.6; 2 at Station 78.6)
操纵装置	单独飞行和主驾驶-见旋翼航空器飞行手册
Controls	安装三套飞行操纵装置时, 见旋翼航空器飞行手册 Solo flight &P.I.C.-Refer to rotorcraft flight manual Refer to Rotorcraft Flight Manual when three sets of controls are installed
最大货物	右座后面的存放区, 站位 84.0-限于 50 磅
Maximum Cargo	左座后面的存放区, 站位 84.0-限于 50 磅 选装的行李舱, 站位 125.0-限于 60 磅 Stowage Area Behind R/H Seat sta. 84.0-Limited to 50 lbs Stowage Area Behind L/H Seat sta. 84.0-Limited to 50 lbs Optional Remote Baggage Compartment sta. 125.0-Limited to 60 lbs

燃油容量	标准容量-60.8 美加仑 (站位 104.2), (可用燃油 60.0 美加仑) 不可用燃油-0.8 美加仑 加大航程容量-74.1 美加仑 (站位 104.2), (可用燃油 73.0 美加仑) 不可用燃油-1.1 美加仑
Fuel Capacity	Standard Capacity -60.8 U.S. Gallons (Station 104.20), (60.0 Gal usable) Unusable Fuel -0.8 U.S. Gallons Extended Range Capacity -74.1 U.S. Gallons (Station 104.20), (73.0 Gal usable) Unusable Fuel -1.1 U.S. Gallons
发动机滑油容量 Engine Oil Capacity	4.5 夸脱 (滑油箱容量 3.0 夸脱) (站位 114.40) 4.5 Quarts (Oil Tank Capacity 3.0 Quarts) (Station 114.40)
发动机滑油型号 Engine Oil Type	MIL-7808 (见 罗-罗 维修手册 10W2) MIL-23699 MIL-7808 (reference Roll-Royce Maintenance Manual 10W2) MIL-23699
发动机滑油限制 Engine Oil Limitations	连续工作范围 0°C 到 107°C 滑油压力 50-130 磅/英寸 ² 和下述最小值: 在 79%N1 或以上, 90 磅/英寸 ² 在 79%N1 以下, 50 磅/英寸 ² Continuous operating range 0°C to 107°C Oil pressure 50-130 psi with following minimums: 90 psi at or above 79%N1 50 psi below 79%N1
起落架 Landing Gear	前 350 磅/英寸 ² (零件号 269A3150-23) 后 725 磅/英寸 ² (零件号 269A3150-25) 350 psi Front (P/N 269A3150-23) 725 psi Rear (P/N 269A3150-25)
启动机/发电机限制 Starter/Generator Limits	最大连续操作 150 安培 连续启动限制: 60 秒—打开 60 秒—关闭 30 秒—打开 60 秒—关闭 30 秒—打开 30 分—关闭 150 amps maximum continuous operation Consecutive Cranking Limits: 60 seconds-ON 60 seconds-OFF 30 seconds-ON 60 seconds-OFF 30 seconds-ON 30 minutes-OFF
操作限制	如果其构型具有外部滤网的发动机压力进气, 对于在有可见潮湿和等于或小于 5°C 的环境中的任何操作, 必须选用替换气门。 为了在有可见潮湿和等于或小于 5°C 的环境中进行操作, 在选用替换的气门后, 必须一直打开直到着陆后。检查和清洁在发动机喇叭口后部的前后壁板和主进气道的结冰。 禁止飞入已知结冰的环境中。 禁止仪表飞行。 单独飞行的要求见旋翼航空器飞行手册。

Operating limitation	If configured with external screened engine plenum inlet, Alternate Air must be selected for all operation in visible moisture at temperatures at or below 5°C. After alternate air door is selected for operation in visible moisture at or below 5°C, the door must remain open until after landing and primary air inlet and the forward and aft bulkheads located at the rear station of the engine bellmouth are inspected and cleared of ice accumulation. Flight into known icing is prohibited. Instrument flight is prohibited. Refer to Rotorcraft Flight Manual for solo requirements.														
其它使用限制 Other Operating limitation	见旋翼航空器飞行手册。要求的标牌见注释 2。维修信息见注释 4。 See Rotorcraft Flight Manual. See Note 2 for required placards. See Note 4 for maintenance information.														
有效系列号 Seral Number Eligible	选装构型指系列号 SN0026 和后续号的直升机以及装有改进组件 No.SA-269D-K-20 的所有其它直升机。直升机构型“A”在系列号（S/N）末尾有“-A”。改进直升机构型“A”在系列号（S/N）末尾没有“-A”。带“-A”和不带“-A”的两种直升机产品在标准数据板旁粘有一个附加的“构型 A”数据板。 Optional configuration for production helicopters SN 0026 and subsequent and for all other helicopters incorporating Retrofit Kit no. SA-269D-K-20. Production Configuration A helicopters have “-A” at the end of S/N. Retrofit Configuration A helicopters have no “-A” at the end of S/N. Both production and retrofit helicopters have an additional “Configuration A” Data Plate affixed next to standard data plate.														
主旋翼桨叶位移	总距： 全行程 12° +/-1° 在下止动，0.75 半径处为 2.5° +/-1.5°（按照 HMI 建立低总距止动器，以得到适当自转 RPM）。 <table><tr><td>周期变距</td><td>向前</td><td>8.5° to 9.75°</td></tr><tr><td></td><td>向后</td><td>9.5° to 10.0°</td></tr><tr><td></td><td>向左</td><td>6.5° to 7.5°</td></tr><tr><td></td><td>向右</td><td>6.0° to 7.0°</td></tr></table>			周期变距	向前	8.5° to 9.75°		向后	9.5° to 10.0°		向左	6.5° to 7.5°		向右	6.0° to 7.0°
周期变距	向前	8.5° to 9.75°													
	向后	9.5° to 10.0°													
	向左	6.5° to 7.5°													
	向右	6.0° to 7.0°													
Main Rotor Blade Movements	Collective pitch: Full Travel 12° +/-1° At Down Stop 07.5R, 2.5° +/-1.5° (Low pitch stop to be established in accordance with HMI to obtain proper auto rotation RPM). <table><tr><td>Cyclic</td><td>Forward</td><td>8.5° to 9.75°</td></tr><tr><td></td><td>Aft</td><td>9.5° to 10.0°</td></tr><tr><td></td><td>Lcft</td><td>6.5° to 7.5°</td></tr><tr><td></td><td>Right</td><td>6.0° to 7.0°</td></tr></table>			Cyclic	Forward	8.5° to 9.75°		Aft	9.5° to 10.0°		Lcft	6.5° to 7.5°		Right	6.0° to 7.0°
Cyclic	Forward	8.5° to 9.75°													
	Aft	9.5° to 10.0°													
	Lcft	6.5° to 7.5°													
	Right	6.0° to 7.0°													
尾桨总距	在 3/4 半径处， 右脚蹬（推力向左）11° 到 13° 左脚蹬（推力向右）28° 到 29°														
Tail Rotor Blade Collective Pitch	Established at 3/4 radius, Right Pedal (thrust to left) 11° to 13° Left Pedal (thrust to right) 28° to 29°														
使用寿命限制 Service Life Limits	寿命限制件见注 8。 See Note 8 for life limited components.														

认可基础	认可基础由两部分组成: (1) 原 FAA 审定基础: 269D 型包括 269C 型 1951 年 1 月 15 日生效的 CAR 6, 再加上修正案 6-1 到 6-7 和 6-8, 不包括 CAR 6.604(c)。另外, 还要求符合 1958 年 5 月 17 日生效的 CAR 6.401(b), 1957 年 4 月 1 日生效的 CAR 6.637 和 1968 年 2 月 25 日生效的 FAR 27.1323(修正案 27-2、替代 CAR 6.612(a))。适用的 FAR 要求包括按 FAR27 到应用时间生效的修正案 27-21 (1987 年 11 月 3 日) 的涡轮发动机安装和按取证时间的 FAR36 噪声标准: FAR21.35(b)(2);27.73(a)(2)(ii); 27.361(a) ; 27.395; 27.397; 27.399; 27.671; 27.901(b)(4)(c); 27.903(c);27.907; 27.931; 27.939; 27.951(c); 27.955; 27.959; 27.961; 27.963; 27.965; 27.969; 27.971; 27.973; 27.975; 27.977(a)(2)(b)(c)(d); 27.993; 27.955; 27.997; 27.999; 27.1013(c); 27.1015; 27.1019; 27.1091(d)(e); 27.1093(b);27.1121; 27.1141(d); 27.1143(d); 27.1145(b); 27.1191(a); 27.1194; 27.1195; 27.1305(f)(g)(n thru s); 27.1323; 27.1353(f)(g); 27.1461; 27.1521(b)(5), (c)(3)(d thru f) ; 27.1529; 27.1557(c)(i)(iii);27.1583(b)(1);FAR36 附录 J, 修正案 20. 中国民用航空总局 (CAAC) 的附加要求: CCAR 27.33(e)、CCAR 27.399。
Validation Basis	The validation basis is made up of two parts: (1) FAA certification basis: Model 269D includes that the 269C CAR Part 6, dated 15, January 1951, including Amendments 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amendment 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been shown. Applicable FAR requirements covering the turbine engine installation per FAR27 thru Amendment 27-21 in effect at time of application (November3,1987)and noise standards per FAR36 at time of certification are: FAR21.35(b)(2);27.73(a)(2)(ii); 27.361(a) ; 27.395; 27.397; 27.399; 27.671; 27.901(b)(4)(c); 27.903(c);27.907; 27.931; 27.939; 27.951(c); 27.955; 27.959; 27.961; 27.963; 27.965; 27.969; 27.971; 27.973; 27.975; 27.977(a)(2)(b)(c)(d); 27.993; 27.955; 27.997; 27.999; 27.1013(c); 27.1015; 27.1019; 27.1091(d)(e); 27.1093(b);27.1121; 27.1141(d); 27.1143(d); 27.1145(b); 27.1191(a); 27.1194; 27.1195; 27.1305(f)(g)(n thru s); 27.1323; 27.1353(f)(g); 27.1461; 27.1521(b)(5), (c)(3)(d thru f) ; 27.1529; 27.1557(c)(i)(iii);27.1583(b)(1);FAR36 Appendix J, Amendment 20. (2) CAAC additional requirements: CCAR 27.33(e), CCAR 27.399.
生产基础 Production Basis	生产许可证 编号: 101 Production Certificate No. 101.
设备 Equipment	适用的适航条例 (见认可基础) 里规定的所要求的设备必须安装在直升机上。所有必须安装的要求设备以及选装设备都列在 Schweizer 报告 SA-269D-22-2 中。 The required equipment as prescribed in the applicable airworthiness regulations (See Validation Basis) must be installed in the helicopter for certification. All required equipment that must be installed as well as optional equipment installations are listed in the following Schweizer Report No. SA-269C-22-2. <u>FAA 批准直升机飞行手册</u> CSP-D-8 269D 构型 A, 初版 2000-09-28, 修订 2000-12-11, 2001-6-20 <u>FAA APPROVED HELICOPTER FLIGHT MANUAL</u>

CSP-D-8 Model 269D Configuration A, dated September 28, 2000, Revised
December 11,2000, June 20,2001

- 注 1. 每架直升机必须在原始适航审定之时和以后的任何时刻（除非运营者具有适当的重量控制系统）配有当前的重量和平衡报告，包括设备清单、包括审定空重和装载说明。必要时，必须按照旋翼航空器飞行手册装载说明携带配重。
- NOTE 1. Current weight and balance report, including list of equipment including certificated empty weight and loading instructions, must be provided for each helicopter at the time of original airworthiness certification and at all times thereafter (except in the case of operators having an appropriate weight control system). Ballast, when necessary, must be carried in accordance with the loading instructions in the Rotorcraft Flight Manual.
- 注 2. 下述标牌必须安装在驾驶员的清晰的视野内：
“本直升机的操作必须符合相应的旋翼航空器飞行手册中规定的使用限制。”
对于其它标牌，见相应的旋翼航空器飞行手册。
- NOTE 2. The following placard must be installed in clear view of the pilot:
"This Helicopter must be operated in compliance with the operating limitations
specified in the pertinent Rotorcraft Flight Manual."
For additional placards, see the pertinent Rotorcraft Flight Manual.
- 注 3. (a) 269C 型机关键件更换时间列于下表。没有 FAA 工程批准这些更换时间值或使用寿命不能增加。

269C 型机 序列号 1796 及以后		
描述	件号	小时
桨叶组件—主旋翼	269A1160	5500
	269A1185-1,-7	5500
	269A1185-9	3050
桨距轴承轴—主旋翼	269A1240-7	3600
弹性阻尼器—主旋翼 见注 3(e)	269A1290-1,-3	6000
旋翼轴轴筒—主旋翼	269A2010-5,-15	13590
止推轴承—主旋翼	269A5050-63,-95	3000
尾梁组件	269A2320-7 with 269A2324-11 center attach fitting installed	2100
	269A2320-7 with 269A2324-7 center attach fitting installed	500
	269A2320-11	2100
	269A2320-17,-21	4200
	269A2320-19	2100
尾梁斜支柱	269A2015-11,-13,-15, -17	10700
安定面组件—垂直	269A2419-3	20540
安定面组件—水平	269A2516-9	2500
	269A2516-21	4200
主齿轮箱小齿轮组件	269A5103	6000
	269A5103-9	6000
	269A5103-21	6000
	269A5103-31,-41,-51	6000

主旋翼驱动轴	269A5305-11, -111	1900
主旋翼驱动轴(花键连接)	269A5326-1	3200
主旋翼毂(花键连接)	269A5325-1	8000
联轴器组件—冠齿轮, 见 3f	269A5194	6000
下皮带轮联结轴(269A5504-5 组件)	269A5504-3	1500
下部皮带轮联结轴 (269A5559 组件)	269A5559-3	6000
惰性轮轴承	269A5050-62	600
尾桨齿轮箱输入轴	369A5406	8600
	369A5425, -3, -5	8600
	269A5626-3, -5	8600
尾桨驱动轴组件	269A6040-7,-9,-9M	6000
花键适配接头	269A6035-9, -19, -23	9000
桨叶组件—尾桨		
拉扣条—尾桨	369A1706	3540
	269A6065	3540
	269A6065-507	5100
	369A1706-505, -507	5100

- 注 3. (b) 禁止在不同系列的直升机(即 369/269)上互换寿命限制部件。在不同型号、构型之间互换的或者以前在不同系列之间互换的寿命限制部件必须限制到所涉及的型号或构型的最小使用寿命。零部件仅适用于列出使用寿命的型号。具有已知的使用小时数但没有型号适用性确认的交换部件不得超过任何适用型号的最低寿命。如果使用小时数未知, 不管型号适用性如何, 该部件都不得交换到将该部件列为寿命限制件的型号上。
- (c) 当寿命限制达到后必须将拆掉的寿命限制件破坏或作上永久性标记, 以防返回使用。
- (d) (弹性阻尼器) 强制检查必须按照 269 系列“直升机维修手册”(HMI) 要求进行, 在 4200 小时以前检查间隔为 600 小时, 4200 小时以后检查间隔为 300 小时, 直到阻尼器的总使用寿命达到 6000 小时为止。
- (e) 在件号上附加的字母和/或数字后缀表示特殊的制造或处理工艺, 并不改变零部件的更换时间。例如, 269A5305-11 和 269A5305-11M2 维修要求相同。
- (f) 269A5193 联轴器是 269A5194 联轴器组件的一部分。

NOTE 3. (a) The retirement times of critical parts for Model 269C are listed in the following table. These values of retirement or service life cannot be increased without approval by FAA Engineering.(See Note 6 for Model 269C-1):

Model 269C S/N 1796& Subs.		
Description	Part Number	Hours
Blade Assembly - M/R	269A1160	5500
	269A1185-1,-7	5500
	269A1185-9	3050
Pitch Brg. Shaft - M/R	269A1240-7	3600
Dampers-Elastomeric-M/R see note 3(e)	269A1290-1, -3	6000
Mast -M/R	269A2010-5, -15	13590
Thrust Bearing - M/R	269A5050-63, -95	3000
Tail Boom Assy	269A2320-7 with	2100
	269A2324-11 center	
	attach fitting installed	
	269A2320-7 with	
	269A2324-7 center	500
	attach fitting installed	
	269A2320-11	2100
	269A2320-17,-21	4200
	269A2320-19	2100

Tail Boom Struts	269A2015-11, -13, -15, -17	10700
Stab. Assy - Vert.	269A2419-3	20540
Stab. Assy - Horiz.	269A2516-9	2500
	269A2516-21	4200
Main Gear Box Pinion Assy	269A5103	6000
	269A5103-9	6000
	269A5103-21	6000
	269A5103-31, -41, -51	6000
Main Rotor Drive Shaft	269A5305-11, -111	1900
Main Rotor Drive Shaft (splined)	269A5326-1	3200
Main Rotor Hub(splined)	269A5325-1	8000
Carrier Assembly-Ring Gear, see item 3f	269A5194	6000
Lower Pulley Coupling Shaft (269A5504-5 Assy)	269A5504-3	1500
Lower Pulley Coupling Shaft (269A5559 Assy)	269A5559-3	6000
Idler Pulley Bearings	269A5050-62	600
Shaft - Input T/R GB	369A5406	8600
	369A5425, -3, -5	8600
	269A5626-3, -5	8600
Shaft Assy - T/R Drive	269A6040-7, -9, -9M	6000
Spline Adapter Fitting	269A6035-9, -19, -23	9000
Blade Assy - T/R		
Retention Straps - T/R	369A1706	3540
	269A6065	3540
	269A6065-507	5100
	369A1706-505, -507	5100

- NOTE 3. (b) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.
- (c) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.
- (d) (Elastomeric Dampers) Mandatory inspection required in accordance with the 269 Series "Helicopter Maintenance Instruction" (HMI) requirements at 600-hour intervals for operation up to 4200 hours and at 300-hour intervals thereafter to a total damper operational service time of 6000 hours.
- (e) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.
- (f) 269A5193 Carrier is part of 269A5194 Carrier Assembly.

注 4. 直升机正确维护的必要信息包容在制造商的维修手册中，维修手册随每架直升机提供。

NOTE 4. Information essential to the proper maintenance of these helicopters is contained in the Manufacturer's Handbook of Maintenance Instructions, which is provided with each helicopter.

注 5. 航空器序列号编码表示制造顺序的年月。

例如：640103, 1150015

6	4	0103
<u>11</u>	<u>5</u>	<u>0015</u>
		连续的序列号, 每一型号都从
		0001 开始
	制造的年:	
	4 - 1964	
	5 - 1965	
制造的月:	6 - 6 月	
	11 - 11 月	

S/N 1065, S/N 1075 及以后的 269C 直升机交付时序列号中不再有制造日期编码。从 S/N S1166 开始, 序列号前加一字母 "S"。

NOTE 5. Aircraft serial numbers are coded to show the month and year of manufacture sequence.

EXAMPLES: 640103,
1150015

6	4	0103
<u>11</u>	<u>5</u>	<u>0015</u>
		Serial number in consecutive
		order from 0001 for each model
	Year of Manufacture:	
	4 - 1964	
	5 - 1965	
Month of Manufacture:	June	
	November	

Model 269C Helicopters, S/N 1065, S/N 1075 and subsequent will be delivered without the manufacturing date coding as part of the serial number. Serial numbers are prefixed by the letter "S" starting with S/N S1166 and up.

注 6. (a) 269C-1 型直升机关键件的更换时间列于下表。这些更换时间或使用寿命没有 FAA 工程批准不能增加。

(b) 描述	件号	序列号 0001 和以后 小时
主旋翼桨叶	269A1185-1,-7	5,500
	269A1185-9	3,050
桨距轴承轴	269A1240-7	4,000
弹性阻尼器	269A1290-3	6,000
主旋翼输入小齿轮	269A5103-51	8,000
主旋翼驱动轴(螺栓连接)	269A5305-111	1,900
主旋翼驱动轴(花键连接)	269A5326-1	4,000
主旋翼桨毂	269A5325-1	8,000
尾桨驱动轴	269A6040-7,-9,-9M	6,000
尾桨齿轮箱输入轴	269A5626-5	8,600
尾桨叶	269A6035-23	9,000
尾桨拉-扭条	269A6065-507	5,100
旋翼主轴轴筒	269A2010-5, -15	13,590
尾梁组件	269A2320-13	2,100
	269A2320-15	4,200
尾梁斜支柱	269A2015-11,-13, -15, -17	10,700
水平安定面	269A2516-21	4,200

下皮带轮联结轴	269A5559-3	6,000
止推轴承-主旋翼	269A5050-63, -95	4,200
联轴器组件-冠齿轮 (见 6(h))	269A5194	8,000

- 注 6. (c) 禁止在不同系列的直升机 (即 369/269) 上互换寿命限制部件。在不同型号、构型之间互换的或者以前在不同系列之间互换的寿命限制部件必须限制到所涉及的型号或构型的最小使用寿命。零部件仅适用于列出使用寿命的型号。具有已知的使用小时数但没有型号适用性确认的交换部件不得超过任何适用型号的最低寿命。如果使用小时数未知, 不管型号适用性如何, 该部件都不得交换到将该部件列为寿命限制件的型号上。
- (d) 当寿命限制达到后必须将拆下来的寿命限制件破坏或作上永久标记, 以免返回使用。
- (e) 269A2402 垂直安定面是 269A2320-13 尾梁组件的一部分。垂直安定面和尾梁有相同的使用寿命 (2100 小时), 所以垂直安定面应该与尾梁组件一起更换。
- (f) 一些零部件看起来可以在 269C-1 和其它 269 系列直升机上互换。但是由于维修计划的不同, 只有注 6(b) 所规定的 “-” 后最新尾数相应的零部件适用于安装在 269C-1 上。
- (g) 在件号上附加的字母和/或数字后缀表示特殊的制造或处理工艺, 并不改变零部件的更换时间。例如, 269A5305-11 和 269A5305-11M2 维修要求相同。
- (h) 269A5193 联轴器是 269A5194 联轴器组件的一部分。

NOTE 6. (a) The retirement times of critical parts for Model 269C-1 are listed in the following table. These values of retirement or service life cannot be increased without approval by FAA Engineering.

(b) Description	Part Number	S/N 0001 & Subq Hours
Main Rotor Blade	269A1185-1,-7	5,500
	269A1185-9	3,050
Pitch Bearing Shaft	269A1240-7	4,000
Elastometric Dampers	269A1290-3	6,000
M/R Input Pinion	269A5103-51	8,000
M/R Drive Shaft(bolted)	269A5305-111	1,900
M/R Drive Shaft(splined)	269A5326-1	4,000
M/R Hub (Splined)	269A5325-1	8,000
T/R Drive Shaft	269A6040-7,-9,-9M	6,000
Shaft-Input T/R GB	269A5626-5	8,600
T/R Blade	269A6035-23	9,000
T/R T-T Straps	269A6065-507	5,100
Main Rotor Mast	269A2010-5, -15	13,590
Tail Boom Assy.	269A2320-13	2,100
	269A2320-15	4,200
Tail Boom Strut	269A2015-11,-13, -15, -17	10,700
Horizontal Stab.	269A2516-21	4,200
Lower Pulley Coupling Shaft	269A5559-3	6,000
Thrust Bearing-M/R	269A5050-63, -95	4,200
Carrier Assy-Ring Gear see item 6(h)	269A5194	8,000

- NOTE 6. (c) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.
- (d) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.
- (e) The 269A2402 Vertical Stabilizer is part of the 269A2320-13 Tail Boom Assembly. The vertical Stabilizer has the same service life (2,100 hours) as does the Tail Boom and therefore the vertical stabilizer shall be retired with the Tail Boom Assembly.
- (f) Some Parts may appear to be interchangeable between the Model 269C-1 and other 269 series helicopters. However due to differences in maintenance schedules, only the most current dash numbers as defined in Note 6(b) are applicable for installation on the Model 269C-1.
- (g) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.
- (h) 269A5193 Carrier is part of 269A5194 Carrier Assembly.

注 7. 噪声验证:

尽管不是 FAA 审定基础的一部分, 269C 直升机符合 FAR36 部附录 J 第 20 修正案的要求。

NOTE 7. Noise Substantiation:

Although not part of the Certification Basis, the Model 269C Helicopter is compliant with the requirements of FAR Part 36 Appendix J, Amendment 20.

注 8.

- a) 269D 型机构型 “A” 关键件更换时间列于维修手册, 附录 B, CSP-D-11, 适航限制章, 2002 年 3 月 1 日。没有 FAA 工程批准这些更换时间值或使用寿命不能增加。
- b) 禁止在不同系列的直升机 (即 369/269) 上互换寿命限制部件。本数据单第 19 版以前的直升机系列之间已经互换的部件可以继续使用到它们相应的使用寿命。在不同型号、构型之间互换的或者以前在不同系列之间互换的寿命限制部件必须限制到所涉及的型号或构型的最小使用寿命。零部件仅适用于列出使用寿命的型号。具有已知的使用小时数但没有型号适用性确认的交换部件不得超过任何适用型号的最低寿命。如果使用小时数未知, 不管型号适用性如何, 该部件都不得互换到将该部件列为寿命限制件的型号上。
- c) 当寿命限制达到后必须将拆掉的寿命限制件破坏或作上永久性标记, 以防返回使用。
- d) 在件号上附加的字母和/或数字后缀表示特殊的制造或处理工艺, 并不改变零部件的更换要求。例如, 269A5305-11 和 269A5305-11M2 维修要求相同。

- NOTE8. a) The retirement times of critical parts for Model 269D Configuration “ A ” are listed in Handbook of Maintenance Instruction, Appendix B, CSP-D-11, Airworthiness Limitation Section dated March 01, 2002. These values of retirement or service life cannot be increased without approval by FAA Engineering.
- b) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of this TCDS may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.
- c) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.
- d) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

— 结束 —
END -