

型号认可数据单
TYPE VALIDATION DATA SHEET

No: VTC-161A

改版 (Revision): 0

型号 (Type): C90A

批准人 (Approved By):

周凯施

日期 (Date): 2005-4-30

本型号认可数据单, 作为型号认可证 No. VTC-161A 的一部分, 规定一些条件和限制, 在此条件和限制下, 获得本型号认可证的产品满足中国民用航空规章的适航要求。

This Type Validation Data Sheet, which is part of Validation of Type Certificate No. VTC-161A, prescribes the conditions and limitations under which the product(s) for which the Validation of Type Certificate was granted meet(s) the airworthiness requirements of Chinese Civil Aviation Regulation.

型号合格证持有人:

Type Certificate Holder:

Raytheon Aircraft Company

Wichita, Kansas 67201

型号

Models

C90A

美国联邦航空局型号合格证 No. 3A20 颁发日期: 1959 年 2 月 4 日; C90A FAA 批准日期: 1983 年 12 月 1 日。CAAC 型号认可证 VTC-161A 颁发日期: 2005 年 4 月 30 日; C90A CAAC 批准日期: 2005 年 4 月 30 日。

FAA 型号合格证数据单 No. 3A20, 改版 60, 颁发日期: 2001 年 9 月 10 日。CAAC 型号认可证数据单 VTC-161A, 改版 0, 颁发日期: 2005 年 4 月 30 日。

FAA Type Certificate No. A3A20, Date of Issue: February 4, 1959; Model C90A approved by FAA on December 1, 1983. CAAC Validated Type Certificate No. VTC-161A, Date of Issue: April 30, 2005; Model C90A approved by CAAC on April 30, 2005.

FAA Type Certificate Data Sheet No. 3A20, Revision 60, Issue Date: September 10, 2001.

CAAC Type Validation Data Sheet No. VTC-161A, Revision 0, Issue Date: April 30, 2005.

型号数据

Type Data:

C90A 型, 空中国王, (正常类), FAA 于 1983 年 12 月 1 日批准, CAAC 于 2005 年 4 月 30 日认可。

Model C90A, King Air, (Normal Category), Approved December 1, 1983 by FAA, Validated April 30, 2005 by CAAC.

发动机

Engine

2 台普惠加拿大飞机公司得 PT6A-21 (涡桨)

2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-21 (Turboprop)

燃油

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, 和符合 P&WC 服务通告 1244 或 ASTM 规范 D1655 的 Jet B。
应急燃油见注释 5。

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 1244 or ASTM Spec D1655.
See NOTE 5 for emergency fuels.

滑油（发动机和齿轮箱） P&WC PT6 发动机服务通告 No. 1 列出批准的品牌滑油

Oil (Engine and Gearbox) P&WC PT6 Engine Service Bulletin No. 1 lists approved brand oils
发动机限制

	轴马力	N1 燃气发生器转速	螺旋桨轴转速	最大允许涡轮级间温度 (Deg. C)
起飞 (5 分钟)	550	101.5	2200*	695
最大连续	550	101.5	2200*	695
起动瞬间 (2 秒)		102.6		1090
最大反桨 (1 分钟)	300	88.0	2100	695

* 见注释 4

在低高度和低外界温度情况下，发动机在起飞时可能产生比飞机审定时多的功率。在这些情况下，扭矩表标出的限制不得超过。

滑油温度: -40°F 起动最低值

-40°F 到 210°F 低慢车状态

50°F 到 210°F 最大连续

Engine Limits

	Shaft Horsepower	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Takeoff (5 minutes)	550	101.5	2200*	695
Max Continuous	550	101.5	2200*	695
Starting Transient (2 seconds)		102.6		1090
Max Reverse (1 minute)	300	88.0	2100	695

* See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions, the placarded torque meter limits shall not be exceeded.

Oil temperatures: -40°F minimum starting

-40°F to 210°F low idle

50°F to 210°F max. continuous

螺旋桨和螺旋桨限制 反桨螺旋桨（见注释 11.）
2 副哈泽尔 HC-B3TN-3M 或 HC-B3TN-3B 桨毂，带 T10173K-8 或 T10173NK-8 桨叶。

直径: 93-3/8 英寸（名义），允许修理的最小值 90-3/8 英寸。

（不允许进一步降低）

30 英寸站位的桨距设定:

飞行慢车止位

（见注释 6）

辅助飞行慢车止位	(见注释 6)
反桨	-11°
顺桨	87°

**Propeller and
Propeller Limits**

Reversing Propeller (See Note 11.)	
2 Hartzell HC-B3TN-3M or HC-B3TN-3B hubs with T10173K-8 or T10173NK-8 blades.	
Diameter: 93-3/8 in. (Nominal) Minimum allowable for repair 90-3/8 in.	
(no further reduction permitted)	
Pitch settings at 30 in. Sta.:	
Flight idle stop	(See NOTE 6)
Secondary flight idle stop	(See NOTE 6)
Reverse	-11°
Feather	87°

螺旋桨和螺旋桨限制	非反桨螺旋桨
S/N LJ-1063 至	2 副哈泽尔 HC-B3TN-2(B)/T10173B-8
LJ-1287, LJ-1288 至	直径: 93-3/8 英寸 (名义), 允许修理的最小值 90-3/8 英寸。
LJ-1294, LJ-1296 至	(不允许进一步降低)
LJ-1299	在 30 英寸站位的桨距设定: 低 19° , 顺桨 87°

Propeller and Propeller Limits	Non Reversing Propeller
S/N LJ-1063	2 Hartzell HC-B3TN-2(B)/T10173B-8
through LJ-1287,	Diameter: 93-3/8 in. (Nominal) Minimum allowable for repair 90-3/8 in.
LJ-1288 through	(no further reduction permitted)
LJ-1294, LJ-1296	Pitch settings at 30 in. Sta.: Low 19°, Feather 87°
through LJ-1299	
螺旋桨和螺旋桨限制	反桨螺旋桨
S/N LJ-1288,	2 副 McCauley 4HFR34C768 桨毂, 带 94LMA-4 桨叶
LJ-1295, LJ-1302,	直径: 90 英寸 (名义), 允许修理最小值 89 英寸。(不允许进一步降低)
LJ-1303, LJ-1305 至	30 英寸站位的桨距设置:
LJ-1308, LJ-1311,	
LJ-1312, LJ-1314 至	飞行慢车止位
LJ-1316, LJ-1318,	反桨
LJ-1320 至 LJ-1366,	顺桨
LJ-1368 至 LJ-1372,	最小慢车速度
LJ-1374, LJ-1376,	
LJ-1378, LJ-1383,	
LJ-1385, LJ-1387,	
LJ-1388, LJ-1390 至	
LJ-1393, LJ-1395,	
LJ-1396, LJ-1398 至	

LJ-1402, LJ-1404 至
LJ-1410, LJ-1412 至
LJ-1424, LJ-1426 至
LJ-1430, LJ-1432 至
LJ-1434, LJ-1436 及
其以后。

**Propeller and
Propeller Limits**

S/N LJ-1288,

LJ-1295

LJ-1302, LJ-1303,

LJ-1305 thru

LJ-1308, LJ-1311,

LJ-1312 LJ-1314 thru

LJ-1316, LJ-1318

LJ-1320 thru

LJ-1366, LJ-1368

thru LJ-1372,

LJ-1374 LJ-1376,

LJ-1378 LJ-1383,

LJ-1385, LJ-1387,

LJ-1388, LJ-1390

thru LJ-1393,

LJ-1395, LJ-1396,

LJ-1398 thru

LJ-1402, LJ-1404

thru LJ-1410,

LJ-1412 thru

LJ-1424, LJ-1426

thru LJ-1430,

LJ-1432 thru

LJ-1434, LJ-1436 and

after.

空速限制

S/N LJ-1063 至

LJ-1137 和 LJ-1146

Reversing Propeller

2 McCauley 4HFR34C768 hubs with 94LMA-4 blades

Diameter: 90 in. (Nominal) Minimum allowable for repair

89 in. (no further reduction permitted)

Pitch settings at 30 in. sta.:

Flight idle stop

See NOTE 8

Reverse

-10°±.2°

Feather

85.8°±.2°

minimum idle speed

1100 rpm

CAS	CAS	IAS
260 mph	(226 节)	226 节
176 mph	(153 节)	153 节
161 mph	(140 节)	148 节
209 mph	(182 节)	182 节
189 mph	(164 节)	163 节

最大使用速度

机动

襟翼展开速度

最大起落架操纵速度

放下

收上

	最大起落架放下速度	209 mph	(182 节)	182 节
<u>Airspeed Limits</u>		CAS	CAS	IAS
S/N LJ-1063 through LJ-1137 and LJ-1146	Maximum operating speed	260 mph	(226 knots)	226 knots
	Maneuvering	176 mph	(153 knots)	153 knots
	Flaps extended speed	161 mph	(140 knots)	148 knots
	Maximum landing gear operating speed			
	Extension	209 mph	(182 knots)	182 knots
	Retraction	189 mph	(164 knots)	163 knots
	Maximum landing gear extended speed	209 mph	(182 knots)	182 knots
S/N LJ-1138 至 LJ-1145	最大使用速度	260 mph	(226 节)	226 节
	机动	195 mph	(169 节)	169 节
S/N LJ-1138 through LJ-1145	Maximum operating speed	260 mph	(226 knots)	226 knots
	Maneuvering	195 mph	(169 knots)	169 knots
LJ-1147 及以后	襟翼展开速度	161 mph	(140 节)	148knots
	最大起落架操纵速度			
	放下	209 mph	(182 节)	182 节
	收上	189 mph	(164 节)	163 节
	最大起落架放下速度	209 mph	(182 节)	182 节
LJ-1147 and after	Flaps extended speed	161 mph	(140 knots)	148knots
	Maximum landing gear operating speed			
	Extension	209 mph	(182 knots)	182 knots
	Retraction	189 mph	(164 knots)	163 knots
	Maximum landing gear extended speed	209 mph	(182 knots)	182 knots
<u>重心范围:</u>	9650 lb.时从(+153.2)到(+160.0)			
(起落架放下)	7400 lb.或较小时从(+144.7)到(+160.0)			
S/N LJ-1063 至 LJ-1137 和 LJ-1146	给定各点之间直线变化			
	收上起落架导致地力矩变化为-3825 in. -lb.			
<u>C.G. Range</u>	(+153.2) to (+160.0) at 9650 lb.			
(Landing Gear Extended)	(+144.7) to (+160.0) at 7400 lb. or less			
S/N LJ-1063	Straight line variation between points given			
	Moment change due to retracting landing gear -3825 in. -lb.			

through LJ-1137 and
LJ-1146

重心范围	10,100 磅时从(+152.0)到(+160.0)
(起落架放下)	9999 磅时为(+151.7) (注释 9)
S/N LJ-1138 至	7850 lb 或更小时从(+144.7)到(+160.0)
LJ-1145, LJ-1147 及	给定各点间线性变化
以后 (见注释 9)	收上起落架引起地力矩变化为-3825 in. -lb.
C.G. Range	(+152.0) to (+160.0) at 10,100 lb.
(Landing Gear	(+151.7) at 9999 lbs. (Note 8)9
Extended)	(+144.7) to (+160.0) at 7850 lb or less
S/N LJ-1138	Straight line variation between points given
through LJ-1145,	Moment change due to retracting landing gear -3825 in. -lb.
LJ-1147 and after	
(See Note 9)	
<u>空机时重心范围</u>	无
<u>Empty Weight C.G.</u>	None
<u>Range</u>	

<u>最大重量</u>	停机坪	4408 千克 (9710 磅)
S/N LJ-1063 至	着陆	4162 千克 (9168 磅)
LJ-1137 和 LJ-1146	起飞	4381 千克 (9650 磅)
<u>Maximum Weight</u>	Ramp:	4408 kg (9710 lb.)
S/N LJ-1063	Landing:	4162 kg (9168 lb.)
through LJ-1137 and	Takeoff:	4381 kg (9650 lb.)
LJ-1146		

<u>最大重量</u>	停机坪	4612 千克 (10,160 磅)
S/N LJ-1138 至	着陆	4358 千克 (9600 磅)
LJ-1145, LJ-1147 及	起飞	4585 千克 (10,100 磅)
以后		
Maximum Weight	Ramp:	4612 kg (10,160 lb.)
S/N LJ-1138	Landing:	4358 kg (9600 lb.)
through LJ-1145,	Takeoff:	4585 kg (10,100 lb.)
LJ-1147 and after		

<u>座位数</u>	最大 13 (包括 +129 处 2 个)。旅客就座见装载指南。
<u>Number of Seats</u>	Maximum 13 (including 2 at +129). See loading instructions for passenger loading.

<u>最大行李(结构限制)</u>	159 千克 (350 磅) (+275)
	159 千克 (350 磅) (+70) (行李和电子设备)

<u>Maximum Baggage</u>	159 kg (350 lb.) (+275)
(Structural Limit)	350 lb. (+70) (Baggage and Avionics)

<u>燃油量</u>	油箱	容积Gal	可用Gal	力臂
	左右发动机舱	每个61	每个61	+131
	左右机翼	每个131	每个131	+167
	不可用燃油数据见注释 1			
<u>Fuel Capacity</u>	Tank	Cap Gal	Usable Gal	Arm
	L & R Nacelle	61 ea.	61 ea.	+131
	L & R Wing	131 ea.	131 ea.	+167
	See NOTE 1 for data on unusable fuel.			
<u>滑油量</u>	总共 28 夸脱（+101）（包括两个发动机整体邮箱中的 12 夸脱可用滑油）			
	不可用滑油数据见注释 1			
<u>Oil Capacity</u>	28 qt. total (+101) (includes 12 qt. usable in two integral engine tanks.)			
	See NOTE 1 for data on unusable oil.			
最大使用限制	30,000英尺压力高度			
Max. Oper. Limit	30,000 ft. pressure altitude			
<u>操纵面位移</u>	襟翼	最大	43°	
	副翼调整片（只有左侧）	向上	15°	向下 15°
	副翼	向上	20°	向下 20°
	平尾调整片	向上	10°	向下 21°
	平尾调整片反伺服	向上	12°	向下 8°
	平尾	向上	25°	向下 15°
	方向舵调整片	右	30°	左 30°
	方向舵	右	24°	左 19°
Control Surface Movements	Wing flaps	Maximum	43°	
	Aileron tab (left only)	Up	15°	Down 15°
	Aileron	Up	20°	Down 20°
	Elevator tab	Up	10°	Down 21°
	Elevator tab anti-servo	Up	12°	Down 8°
	Elevator	Up	25°	Down 15°
	Rudder tab	Right	30°	Left 30°
	Rudder	Right	24°	Left 19°
适用的系列号	LJ-1063及以上，见注释10。			
Serial Nos. Eligible	LJ-1063 and up SEE NOTE 10.			
<u>基准</u>	在机翼主（前）梁中心线前方 160 英寸处。			
<u>Datum</u>	Located 160 in. forward of wing main (forward) spar centerline.			
<u>调平方法</u>	机身左侧登机门前方或后方的两个外部螺钉。			
<u>Leveling Means</u>	2 external screws on left side of fuselage forward or aft of entrance door.			

FAA 型号合格审定
基础

1956 年 5 月 15 日的 CAR 3, 带修正案 3-1, 3-2, 3-8 和 3-6, 3.705 为修正案 3-7, 23.1111 为 FAR 23 的修正案 23-7, 23.1385(c), 23.1387(a), 23.1387(e) 为 FAR 23 修正案 23-12, 以及 FAA 在 1963 年 1 月 21 日, 2 月 15 日, 和 2 月 27 日以及 1965 年 5 月 5 日给 Beech 的信函中列出的专用条件。

审定基础中附加的适用条款:

23.959 and 23.1583(a) of Am. 23-7 to FAR 23; 23.143(a), 23.145(d), 23.153, 23.173(a), and 23.161(c)(3) of Am. 23-14 to FAR 23; 23.175 of Am. 23-17 to FAR 23; 23.967(a)(5) of Am. 23-18 to FAR 23; 23.1545(a) of Am. 23-23 to FAR 23; 23.729 of Am. 23-26 to FAR 23; 25.831(d) of Am. 25-41 to FAR 25; Part 36 dated December 1, 1969, through Am. 36-10; and SFAR 27 dated February 1, 1974, as amended through 27-4. Effective April 17, 1992, Electronic Flight Instrument Systems shall meet the requirements of FAR 23.1301, 23.1309, 23.1311, 23.1321, 23.1322, and 23.1335 as amended through Amendment 23-41. Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23-35.

型号合格证申请日: 1958 年 5 月 1 日

型号合格证 3A20 于 1959 年 2 月 4 日颁发

Certification Basis
of FAA

CAR 3 of May 15, 1956, with Am. 3-1, 3-2, 3-8 and 3-6

and 3.705 of Am. 3-7

and 23.1111 of Am. 23-7 to FAR 23

and 23.1385(c), 23.1387(a), 23.1387(e) of Am. 23-12 to FAR 23

and Special Conditions outlined by FAA letters to Beech

dated January 21, February 15, and February 27, 1963

and May 5, 1965

Additional applicable paragraphs to certification basis:

23.959 and 23.1583(a) of Am. 23-7 to FAR 23; 23.143(a), 23.145(d), 23.153, 23.173(a), and 23.161(c)(3) of Am. 23-14

to FAR 23; 23.175 of Am. 23-17 to FAR 23; 23.967(a)(5) of Am. 23-18 to FAR 23; 23.1545(a) of Am. 23-23 to FAR

23; 23.729 of Am. 23-26 to FAR 23; 25.831(d) of Am. 25-41 to FAR 25; Part 36 dated December 1, 1969, through

Am. 36-10; and SFAR 27 dated February 1, 1974, as amended through 27-4. Effective April 17, 1992, Electronic

Flight Instrument Systems shall meet the requirements of FAR 23.1301, 23.1309, 23.1311, 23.1321, 23.1322, and

23.1335 as amended through Amendment 23-41. Effective January 20, 1994, FAR 23.1457 as amended by

Amendment 23-35.

	Application for Type Certificate dated May 1, 1958 Type Certificate No. 3A20 issued February 4, 1959, obtained by the manufacturer under delegation option procedures.
<u>CAAC 认可审定基础</u>	CAAC 接受 FAA 审定基础作为认可审定基础。
<u>Validation Basis of CAAC</u>	CAAC accepts FAA Certification Basis as Validation Basis.
<u>生产基础</u>	生产许可证 No. 8。 , 授权委任制造人 CE-2 根据 FAR 21 部有关委任单位的规定颁发适航证。
<u>Production Basis</u>	Production Certificate No. 8. Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.
<u>设备</u>	相关适航规章（见认可审定基础）中规定的基本要求设备必须被安装于型号合格审定的航空器。此外，还要求以下设备项目： 1. 如果按照 Beech 图纸 50-369100 和 50-361100 安装除冰设备，则使用安全飞行公司的失速警告指示器 P/N 168-2 或 P/N 168-3。 2. 安全飞行仪表公司的失速警告指示器 P/N 795-1。 3. FAA 批准的飞机飞行手册或飞行员操作手册 P/N 90-590024-5 S/N LJ-1063 至 LJ-1137 和 LJ-1146 P/N 90-590024-23 S/N LJ-1138 through LJ-1145, LJ-1147 至 LJ-1287, LJ-1289 至 LJ-1294, LJ-1296 至 LJ-1299 P/N 90-590024-35 S/N LJ-1288, LJ-1295, LJ-1302, S/N LJ-1303, LJ-1305 至 LJ-1308, LJ-1311, LJ-1312, LJ-1314 至 LJ-1316, LJ-1318, LJ-1320 至 LJ-1352 P/N 90-590024-43 S/N LJ-1300, LJ-1301, LJ-1304, LJ-1309, LJ-1310, LJ-1313, LJ-1317 和 LJ-1319 P/N 90-590024-69 S/N LJ-1353 及以后， -61 系列手册除外 对于进入已知结冰条件飞行的设备要求，参考 FAA 批准的飞机飞行手册或驾驶员操作手册。
<u>Equipment</u>	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition the following items of equipment are required: 1. Pre-stall warning indicator, Safe Flight Corp., P/N 168-2 or P/N 168-3, to be used if deicing equipment is installed per Beech Dwg. 50-369100 and 50-361100. 2. Pre-stall warning indicator, Safe Flight Instrument Corp., P/N 795-1. 3. FAA Approved Airplane Flight Manual or Pilot's Operating

Handbook

P/N 90-590024-5 S/N LJ-1063 through LJ-1137 and LJ-1146
Model C90A P/N 90-590024-23 S/N LJ-1138 through LJ-1145,
LJ-1147 through LJ-1287, LJ-1289 through LJ-1294, LJ-1296
through LJ-1299

P/N 90-590024-35 S/N LJ-1288, LJ-1295, LJ-1302, S/N LJ-1303,
LJ-1305 thru LJ-1308, LJ-1311, LJ-1312, LJ-1314 thru LJ-1316,
LJ-1318, LJ-1320 thru LJ-1352

P/N 90-590024-43 S/N LJ-1300, LJ-1301, LJ-1304, LJ-1309,
LJ-1310, LJ-1313, LJ-1317 and LJ-1319

P/N 90-590024-61 S/N LJ-1367, LJ-1373, LJ-1377, LJ-1384,
LJ-1386, LJ-1389, LJ-1394 and LJ-1397, LJ-1403, LJ-1411, LJ-1425,
LJ-1431 and LJ-1435

Model C90A P/N 90-590024-69 S/N LJ-1353 and after, except -61
manual serial

Refer to the Limitations Section of the FAA Approved Airplane
Flight Manual or Pilot's Operating Handbook for equipment
requirements for flight into known icing conditions.

注释1 初始合格审定时，必须为每架飞机提供：当时的重量和平衡数据；装载
信息；空重包括的设备的清单。
基本空重必须包括24磅（+140）不可用燃油和56磅（+101英寸）发动机
滑油（包括全部滑油和不可用滑油）。

NOTE 1 At the time of original certification, the following must be provided
for each aircraft: current weight and balance data; loading
information; list of equipment included in the empty weight.
The Basic Empty Weight must include unusable fuel 24 lbs. (+140)
and engine oil 56 lbs. (+101) (includes capacity oil and undrainable,
where applicable) as shown below:

注释2 以下标牌必须完全展示给驾驶员：
“此飞机必须符合以标牌、标志，和手册形式列出的运营限制，按正常
类飞机进行运营。”

NOTE 2 The following placard must be displayed in full view of the pilot:
“This airplane must be operated as a normal category airplane in
compliance with the operation limitations stated in the form of
placards, markings, and manuals.”

注释3 所有机身结构部件的强制报废时间为13,500小时在役时间。然而，如果
飞机在飞机维修手册的第5章（或者第4章或者适航性限制部分，按适用
情况）要求的间隔进行维修和检查，机身寿命可以是无限。

NOTE 3	Mandatory retirement time for all fuselage structural components is 13,500 hours time in service. However, the Fuselage Life may be unlimited if the airplane is maintained and inspected at the required intervals in Chapter 5 (or Chapter 4 or Airworthiness Limitations Section, as appropriate) of the Airplane's Maintenance Manual
注释4	65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, E90, 和H90 (T-44A)的最大螺旋桨轴超速限制为在所有额定功率104%，并且可能在紧急情况下长期工作。100%螺旋桨轴转速定义为2200 rpm，为正常稳定状态工作限制。燃气发生器速度直到102.7%允许10秒，到101.6%无因相关温度和其他限制导致的时间限制。100%燃气发生器速度定义为37,500 rpm。
NOTE 4	The maximum propeller shaft overspeed limits for Models 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, E90, and H90 (T-44A) is 104 percent at all ratings and may be employed for sustained periods in emergencies. 100 percent propeller shaft speed is defined as 2200 rpm and is the normal steady state operating limit. Gas generator speeds up to 102.7 percent are permissible for 10 seconds and to 101.6 percent for unlimited periods subject to applicable temperature and other limits. 100 percent gas generator speed is defined as 37,500 rpm.
注释5	应急使用MIL-G-5572: 允许使用80/87, 91/98, 100/130, 和115/145级, 但在任何翻修间隔之间总时间间隔不超过150小时。但转换燃油类型时不必清除系统中的不可用燃油。
NOTE 5	Emergency use of MIL-G-5572: Grades 80/87, 91/98, 100/130, and 115/145 are permitted for a total time period not to exceed 150 hours during any overhaul period. It is not necessary to purge the unused fuel from the system when switching fuel types.
注释6	在螺旋桨转速2000rpm时的飞行慢车指示扭矩应修正为海平面标准日600±60英尺磅。当装有辅助飞行慢车止动位, 辅助飞行慢车止动位应比飞行慢车位的螺旋桨转速高210±40 rpm, 此时燃气发生器速度为70%。
NOTE 6	Flight idle at 2000 propeller rpm shall be an indicated 600±60 ft. -lb. torque corrected for sea level standard day. Secondary flight idle stop when installed shall be 210±40 propeller rpm higher than flight idle stop with a gas generator speed of 70%.
注释7	当要求的设备被安装并可使用时, 飞机适合进入已知结冰条件飞行。
NOTE 7	The aircraft are eligible for flight into known icing conditions when the required equipment is installed and operational.

注释8	飞行慢车螺旋桨低桨距止动器设置为使得在2000rpm时发动机扭矩为608±40英尺磅。扭矩修正到海平面标准日状况。地面慢车低桨距止动位设置为使得在58%到60% N1, 螺旋桨转速不少于1100 rpm。
NOTE 8	Flight idle propeller low pitch stop is set so that at 2000 rpm the engine torque is 608±40 ft. lb. Torque corrected to sea level standard day conditions. Ground idle low pitch stop is set so that at 58% to 60% N1, prop rpm is not less than 1100 rpm.
注释9	纳入改装图纸MOD005147-1的飞机限制最大停机坪为10,059 磅, 最大起飞重量为9,999磅, 最大着陆重量为9,600磅。改装图纸MOD005147-1要求 AFM 和 POH 补充 P/N 90-590024-81 和使用重量限制标牌 MOD005147-3。适用的序号为LJ-1469及以后。
NOTE 9	The airplanes which incorporate MOD Drawing MOD005147-1 are limited to a maximum ramp weight of 10,059 lbs., a maximum takeoff weight of 9,999 lbs., and a maximum landing weight of 9,600 lbs. MOD Drawing MOD005147-1 requires an AFM and POH supplement PN 90-590024-81 and an operating weight limitation placard, MOD005147-3. Eligible Serial Numbers are LJ-1469 and after.
注释10	公司名字更改于1996年4月15日生效。以下序列号是以雷神飞机公司 (Raytheon Aircraft Company) 的名义生产: LJ-1437及以后
NOTE 10	Company name change effective April 15, 1996. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: C90A: LJ-1437 and up
注释11	同一型别, 列出的转向桨毂和桨叶件号的任何组合都是可以接受的。允许在相同桨毂上混用桨叶件号。
NOTE 11	By model, any combination of reversing hub and blade part numbers listed is acceptable. It is permissible to mix blade part numbers on the same hub.

必要时联系雷神飞机公司获取此数据单中引用的有关图纸和工具包可用信息。
Contact Raytheon Aircraft Company as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.