

中国民用航空局

型号认可证数据单

版本/Revision: 0

批准人/Approved By:

楊樹德

[illegible]

第 1 部分 总则（所有型别）

SECTION 1 GENERAL （ALL MODELS）

1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certification Data Sheet

	中国民用航空局认可数据单号、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 Certification Data Sheet Number, Revision and Issuance Date
当前/Current	VTC0283A 0 2013/11/25	2013 年 7 月 30 日 FAA 数据单 A19WS 更改 9 FAA TCDS A19WS(Rev. 9), Jul. 30, 2013
历史/History	None	

2. 适航类别/Airworthiness Category: 限用类航空器/Restricted Category Aircraft
3. 认可当局/Validation Authority: 中国民用航空局/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 Air Tractor Inc.
Olney, Texas 76374
U.S.A.

第 2 部分/SECTION 2: AT-802A

型号 AT-802A 单座封闭座舱陆上单翼飞机 (限用类), FAA 批准日期 1992 年 12 月 17 日, CAAC 认可日期 2013 年 11 月 25 日

Model AT-802A, 1 PCLM (Restricted Category), Approved by FAA on December 17, 1992, Validated by CAAC on 25 Nov 2013.

发动机 普惠 PT6A-67AG 或 PT6A-67F.

Engine Pratt & Whitney PT6A-67AG or PT6A-67F.

燃油 符合 GB 6537-2006 标准的 3 号喷气燃油, 符合 ASTM D1655-70 标准的 JET A、JET A1 和 JET B 燃油, 符合 MIL-T-5624 标准 JP-4 和 JP-8 燃油

Fuel GB6537-2006, No. 3 Jet fuel, and ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8.

滑油 根据规范 MIL-L-7808, MIL-L-23699.

Oil MIL-L-7808, MIL-L-23699.

发动机限制 PT6A-67AG
Engine Limits PT6A-67AG

工作状态 Power Setting	轴马力 SHP	扭矩 英尺-磅 Torque Ft-Lb	标称涡轮级 间温度, 摄氏 度 Nominal ITT°C	最大实测涡轮 级间温度, 摄氏 度 Maximum Observed ITT°C	燃气涡轮 转速% Ng RPM %	动力涡轮 转速, 转/ 分 Np RPM	滑油压力 磅/平方英寸 (表压) Oil Pressure PSIG	滑油温度, 摄氏 度 Oil Temp °C
起飞 Takeoff	1350	4170		800 (5 分钟) (5 min)	104.0	1700	90 至 135 90 to 135	10 至 99 10 to 99
最大连续 MAX. Continuous	1220	3770		800	104.0	1700	90 至 135 90 to 135	10 至 99 10 to 99
最小慢车 MIN Idle (Run)				750	56.0		60 最低 60 Min.	-40 至 99 -40 to 99
起动 Starting				1000 (5 秒) (5 sec)			0 至 200 0 to 200	-40 至 99 -40 to 99
瞬态 Transient		5100 (20 秒) (20 sec)		870 (20 秒) (20 sec)	104.0	1870	40 至 200 40 to 200	0 至 110 0 to 110
最大反推 MAX Reverse	900			760		1650	90 至 135 90 to 135	10 至 99 10 to 99

发动机限制 PT6A-67F
Engine Limits PT6A-67F

工作状态 Power Setting	轴马力 SHP	扭矩 英尺-磅 Torque Ft-Lb	标称涡轮 级间温度, 摄氏 度 Nominal	最大实测涡轮 级间温度, 摄氏 度 Maximum	燃气涡轮 转速% Ng RPM %	动力涡轮 转速, 转/ 分 Np RPM	滑油压力 磅平方英寸 (表压) Oil	滑油温度, 摄氏 度 Oil Temp
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			ITT°C	Observed ITT°C			Pressure PSIG	°C
起飞 Takeoff	1424	4400		870 (5 min)	104.0	1700	90 to 135	10 to 99
最大连续 MAX. Continuous	1220	3770		870	104.0	1700	90 to 135	10 to 99
最小慢车 MIN Idle (Run)				760	56.0		60 最低 Min.	-40 to 99
起动 Starting				1000 (5 sec)			0 to 200	-40 to 99
瞬态 Transient		5100 (20 sec)		910 (20 sec)	104.0	1870	40 to 200	0 to 110
最大反推 MAX Reverse	900			760		1650	90 to 135	10 to 99

螺旋桨及其限制 哈泽尔公司 HC-B5MA-3D/M11691NS (序列号 802A-0003 及之后)

最小直径 118.2 英寸, 最大直径 118.7 英寸

桨距设置, 在 42 英寸站位处, 高桨距 84.0°, 低桨距 13.9°, 反桨距 -10.0°。

Propeller & Hartzell HC-B5MA-3D/M11691NS (s/n 802A-0003 & Subs.)

Propeller Minimum diameter – 118.2 in.

Limits Maximum diameter – 118.7 in.

Pitch Settings, high 84.0°, low 13.9°.

Reverse –10.0° at 42 inch station

速度限制 VNE (不可超越速度) 12500 磅以下, 227 英里/小时 (197 节)
 *VNE (不可超越速度) 12500 磅以上, 169 英里/小时 (147 节)
 *VA (机动速度) 169 英里/小时 (147 节)
 *VNO (最大结构巡航速度) 169 英里/小时 (147 节)
 **VNE (不可超越速度) 12500 磅以上, 167 英里/小时 (145 节)
 **VA (机动速度) 167 英里/小时 (145 节)
 **VNO (最大结构巡航速度) 167 英里/小时 (145 节)
 VFE (襟翼展态速度) 142 英里/小时 (123 节)
 *针对序列号从 802A-0003 到 802A-0058 的飞机
 **针对序列号 802A-0060 及之后的飞机

Airspeed VNE (Never Exceed) 227 mph (197 knots) below 12,500 lbs.
 Limits *VNE (Never Exceed) 169 mph (147 knots) above 12,500 lbs.
 (CAS) *VA (Maneuvering) 169 mph (147 knots)
 *VNO (Max. structural cruise) 169 mph (147 knots)
 **VNE (Never Exceed) 167 mph (145 knots) above 12,500 lbs.
 **VA (Maneuvering) 167 mph (145 knots)
 **VNO (Max. structural cruise) 167 mph (145 knots)
 VFE (Flap extended) 142 mph (123 knots)
 *For s/n 802A-0003 thru 802A-0058
 **For s/n 802A-0060 & subs.

重心范围 在 16000 磅时, (+23.0) 到(+27.0)
 在 14800 磅时, (+23.0) 到(+30.59)
 带有 Swathmaster 播撒装置的, 在 10200 磅时, (+23.0) 到 (+32.0)
 在 10300 磅时, (+23.0) 到 (+35.0)
 两点之间重心值呈直线变化
 C.G. Range (+23.0) to (+27.0) at 16,000 lbs.
 (+23.0) to (+30.59) at 14,800 lbs.
 (+23.0) to (+32.0) at 10,200 lbs. (with Swathmaster Spreader)
 (+23.0) to (+35.0) at 10,300 lbs.
 Straight-line variation between points.

最大重量	16000 磅, 固体播撒器构型 16000 磅, 喷洒系统构型 16000 磅, 灭火构型 14800 磅, 航测和巡逻构型		
Max Weight	16,000 lbs. in duster configuration 16,000 lbs. in sprayer configuration 16,000 lbs. in fire bomber configuration 14,800 lbs. in aerial surveying/patrolling configuration		
座位数	一个机组座椅, 位置 (+84.0) 当依照图纸 11742 安装了可选机组座椅时, 另一个机组座椅位置(+123.0)		
No. of Seats	1 (+84.0) 1 crew (+123.0) when optional crew seat is installed in accordance with Dwg. 11742		
最大料箱装载	8800 磅(+20.5)		
Max. Hopper Load	8,800 lbs. (+20.5)		
燃油容量	256 加仑(+33.0) (250 加仑可用燃油容量, 每个机翼燃油箱的容量为 127 加仑) 308 加仑-可选 (可用燃油 302 加仑) 380 加仑-可选 (可用燃油 374 加仑)		
Fuel Capacity	256 gal. (+33.0) (250 gal. usable capacity, one 127 gal. tank in each wing) 308 gallons optional (302 gallons usable) 380 gallons optional (374 gallons usable)		
滑油容量	2.5 加仑 (可用滑油 1.5 加仑)		
Oil Capacity	2.5 gals. (1.5 gals. usable)		
操纵面偏转量	升降舵	向上 $29^{\circ} \pm 1^{\circ}$	向下 $15^{\circ} \pm 1^{\circ}$
	升降舵配平片	向上 $8^{\circ} \pm 1.5^{\circ}$	向下 $11^{\circ} \pm 1.5^{\circ}$
Control	方向舵	向左 $24^{\circ} \pm 1^{\circ}$	向右 $24^{\circ} \pm 1^{\circ}$
	副翼	向上 $17^{\circ} \pm 1^{\circ}$	向下 $13^{\circ} \pm 1^{\circ}$
Surface	襟翼	---	向下 $30^{\circ} \pm 1.5^{\circ}$
	Elevator	Up $29^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
Movements	Elevator tab	Up $8^{\circ} \pm 1.5^{\circ}$	Down $11^{\circ} \pm 1.5^{\circ}$
	Rudder	Left $24^{\circ} \pm 1^{\circ}$	Right $24^{\circ} \pm 1^{\circ}$
	Aileron	Up $17^{\circ} \pm 1^{\circ}$	Down $13^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $30^{\circ} \pm 1.5^{\circ}$
适用的序列号	802A-0003 及其以后		
Serial Nos.El原因ible	802A-0003 and subsequent.		
设备	除适用适航规章要求的基本设备必须安装外, 下列设备也是必须的: a. 可工作的预失速警告系统 (图纸: 50130) b. 24 伏电气系统 c. 侧滑指示器 d. 灭火器 (图纸: 10564 或 11421)		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system c. Slip indicator d. Fire Extinguisher (Dwg 10564 or 11421)		
农用喷洒设备	下列农用喷洒设备可选安装 (都不安装或任选其中某些安装) a. 固体播撒装置 (图纸 80634 或 80697 或 80776) b. 标准喷洒系统 (图纸 80472 或 80745)		

- c. Micronair 喷洒系统 (图纸 80678)
- d. 防火门配合喷洒系统 (图纸 80745)
- e. 自动旗标 (图纸 80612)
- f. 侧风探测发烟气 (图纸 80610)
- g. Crop Hawk, Micronair, Accuflo 播撒流量计量器 (图纸 80472)
- h. 48 个备用喷嘴 (图纸 80037)
- i. 夜间工作灯 (图纸 60382)
- j. 料箱清洗系统 (图纸 80900)
- k. 泡沫水箱 (图纸 80576)
- Agricultural Dispersal Equipment The following agricultural dispersal equipment may be installed:
None, or any of the following:

- a. Dust spreader (Dwg. 80634 or 80697 or 80776)
- b. Standard spray system (Dwg. 80472 or 80745)
- c. Micronair spray system (Dwg. 80678)
- d. Fire Gate spray system (Dwg. 80745)
- e. Automatic flagger (Dwg. 80612)
- f. Drift finder smoker (Dwg. 80610)
- g. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80472)
- h. 48 extra nozzles (Dwg. 80037)
- i. Night working lights (Dwg. 60382)
- j. Hopper rinse system (dwg. 80900)
- k. Foam tank (dwg. 80576)

选装设备

- 传统灭火剂释放舱门和通风 (图纸 81196)
- 计算机控制的灭火剂释放舱门和通风 (图纸 80540)
- 空调系统 (图纸 60414 或 60719)
- 驾驶舱加温系统 (图纸 51477)
- 燃油流量计 (图纸 60286 或 60585)
- 姿态陀螺仪 (图纸 51625)
- 转弯侧滑指示仪 (图纸 51625)
- King 通讯或导航通讯电台 (图纸 60616)
- 风挡玻璃喷洗器 (图纸 60439)
- 风挡雨刷 (图纸 60177)
- King 应答机 (图纸 60434)
- King LMH 3142 电台 (图纸 60436)
- King DME (图纸 60451)
- King 水平姿态指示器/伺服罗盘 (图纸 60451)
- King 音频控制台 (图纸 60451)
- 罗兰 C 导航系统 (图纸 60451)
- King 自动测向仪 (图纸 60724)
- King 指点标 (图纸 60473)
- Narco 应急定位发射器 (图纸 60554)
- Dorne 和 Margolin 应急定位发射器 (图纸 60684)
- Garmin GPS 150 (图纸 60619)
- Trimble GPS (图纸 60978)
- N.A.T. 音频控制面板 (图纸 60493)
- King KN53 导航设备 (图纸 60453)
- ACK 应急定位发射器 (图纸 60617)
- 旅客广播/告警 (图纸 60922)
- 方向陀螺 (图纸 51625)
- S-Tec 自动驾驶 (图纸 70656)
- King KLX-135 GPS/通讯设备 (图纸 60939)
- 升降速度指示器 (图纸 51625)
- King 高频电台 (图纸 61001)
- King 雷达测高仪 (图纸 61004)
- King GPS (图纸 60992)
- 机组座椅 (图纸 11742)
- Garmin GMA 340 音频控制 (图纸 61155)

Optional
Equipment

Garmin GNS 530 GPS 导航通讯设备(图纸 61163)
Garmin GNS 430 GPS 导航通讯设备(图纸 61161)
Garmin GNC 250XL GPS 通讯设备(图纸 61159)
Garmin GTX 327 应答机(图纸 61157)
King KRA 405B 雷达测高仪(图纸 61196)
发动机火警探测系统(图纸 52260)
燃油控制装置超控系统(图纸 70640)
Garmin/Apollo SL40 通讯电台(图纸 61339)
发动机冲压空气进气口(图纸 51208)
灯光组件(图纸 60038).
辅助机身燃油系统(图纸 52940) (适用于航测和巡逻构型)
Electronics International MVP-50T 发动机监控系统安装 (用图纸 53160 替换标准仪表安装图 51625)
Conventional fire bomber gate and vent (Dwg. 81196)
Computerized fire bomber gate and vent (Dwg. 80540)
Air conditioning system (Dwg. 60414 or Dwg 60719)
Cockpit heater (Dwg. 51477)
Fuel flowmeter (Dwg. 60286 or 60585)
Attitude gyro (Dwg. 51625)
Turn coordinator (Dwg. 51625)
King COM or NAV/COM radio (Dwg. 60616)
Windshield washer (Dwg. 60439)
Windshield wiper (Dwg. 60177)
King transponder (Dwg. 60434)
King LMH 3142 radio (Dwg. 60436)
King DME (Dwg.60451)
King HSI/Slaved compass (Dwg. 60451)
King audio console (Dwg. 60451)
Loran-C (Dwg. 60451)
King Automatic direction finder (Dwg. 60724)
King Marker Beacon (Dwg. 60473)
Narco ELT (Dwg. 60554)
Dorne and Margolin ELT (Dwg. 60684)
Garmin GPS 150 (Dwg. 60619)
Trimble GPS (Dwg. 60978)
N.A.T. Audio Control Panel (Dwg. 60493)
King KN53 NAV (Dwg. 60453)
ACK ELT (dwg. 60617)
Public Address/Siren (dwg. 60922)
Directional Gyro (dwg. 51625)
S-Tec Autopilot (Dwg. 70656)
King KLX-135 GPS/COM (Dwg. 60939)
Vertical speed indicator (dwg. 51625)
King high frequency radio (Dwg. 61001)
King Radar altimeter (Dwg. 61004)
King GPS (Dwg. 60992)
Crew Seat (Dwg. 11742)
Garmin GMA 340 Audio Control (Dwg. 61155)
Garmin GNS 530 GPS NAV COM (Dwg. 61163)
Garmin GNS 430 GPS NAV COM (Dwg. 61161)
Garmin GNC 250XL GPS COM (Dwg. 61159)
Garmin GTX 327 Transponder (Dwg. 61157)
King KRA 405B Radar Altimeter (Dwg. 61196)
Engine Fire Detection System (Dwg. 52260)
Fuel Control Override System (Dwg. 70640)
Garmin/Apollo SL40 Com radio (Dwg. 61339)
Ram Air Engine Inlet (Dwg 51208)
Light Package (Dwg 60038).
Auxiliary Fuselage Fuel System (Dwg 52940) (for Aerial Surveying/Patrolling configuration)
Electronics International MVP-50T Engine Monitor Installation (drawing 53160 – alternate to 51625

standard instrument installation)

FAA 审定基础 FAR23 (1965 年 2 月 1 日发布) 至 23-42 修正案 (1991 年 2 月 4 日生效), 以及以下一些因为飞机特殊用途而确认为适用或不适用的条款。这些特殊用途包括: 根据 FAR21.25(b)(1)进行农林喷雾、洒粉和播种, 根据 21.25(b)(2)进行森林和野生动物保护 (灭火), 根据 FAR 21.25(b)(7)应用除草剂进行毒品根绝。

此外, 飞机还可根据 FAR 21.25(b)(3)进行航测和根据 FAR 21.25(b)(4)进行空中巡逻, 但为满足 FAR36 附录 G, 修正案 36-28 的要求, 需要有如下限制。

- 1) 最大起飞重量限制 14800 磅
- 2) 所装发动机起飞时功率不允许低于 1295 轴马力。
- 3) 没有安装农业喷洒和颗粒抛洒设备, 包括:
 - a) 喷杆 (图纸 80647)
 - b) 喷淋管道 (图纸 80643 或 81321)
 - c) 风扇驱动喷洒管道 (图纸 80635, 81199, 或 80745)
 - d) 播撒器 (图纸 80776, 80634, 或 80697)

最大重量: 定义为飞机将被运行的最大限用类全重, 至少包括满燃油、满工作液体、机组、行李和满料箱。

适用的 FAR23 部条款包括:

23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, C 分部所有条款, 23.629, 23. 721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

序列号 802A-0003 至 802A-0083 飞机符合条款 23.629(f).

基线重量: 定义为不少于上述最大重量 75% 的参考重量。

适用条款是 FAR23 至 23-42 修正案, 但不包括以下根据 FAR21.25(a)(1)确认为不适用的条款:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

5574 号豁免, 对 23.49 (b) (1)条款, 61 节失速速度。

对 FAR 23.562 的等效安全结论, 1992 年 9 月 14 日颁布。

对 FAR 23.677 (a) 的等效安全结论, 1999 年 3 月 23 日颁布。

对 FAR 23.1093(b) 的等效安全记录, 1992 年 12 月 7 日颁布。

FAACertification FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991

Basis with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

Additionally, the airplane may be operated under the special purposes of aerial surveying per FAR 21.25(b)(3) and patrolling per FAR 21.25(b)(4) with the following restrictions to meet the requirements of FAR 36 Appendix G Amendment 36-28:

- 1) Maximum takeoff weight of 14,800 lbs
- 2) No installed engine with less than 1,295 SHP at takeoff.
- 3) No agricultural spray or granular dispersal equipment installed, consisting of:
 - a) Spray booms (Dwg 80647)
 - b) Spray plumbing (Dwg 80643 or 81321)
 - c) Fan-operated spray pump (Dwg 80635, 81199, or 80745)
 - d) Spreader (Dwg 80776, 80634, or 80697)

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.
Appropriate FAR 23 Requirements:

23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23. 721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

Serial numbers 802A-0003 thru 802A-0083 do comply with 23.629(f).

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight (above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25.

Inappropriate FAR 23 Requirements:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed

Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999

Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992

CAAC 认可审定基础

CAAC 接受上述 FAA 型号审定基础作为认可审定基础。此外, CAAC 认可审定基础还包括以下附加技术要求:

- (1) 高度表应该有米制单位指示。
- (2) 按照 CCAR 21.29 (5) 要求, 下列各项应当至少有中文表述:
 - (i) 机上所有对旅客进行的提示、警告和通知的文字标记和标牌;
 - (ii) 机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法文字标记和标牌;
 - (iii) 旅客可能使用的机上所有应急设备的操作、使用说明。
- (3) 中国 3 号航空燃油 (GB-6537-2006) 应被批准用于该飞机。

CAAC Validation Certification Basis

CAAC accepts the FAA Type Certification basis as the Validation Basis mentioned above. In addition, CAAC Validation Basis includes the following additional technical conditions:

- (1) Altimeter indication should include metric units;
- (2) Per CCAR 21.29 (5), the following items must be presented in the Chinese language at least:
 - (i) All the literal markings or placards of tips, warnings and notifications marking to the passengers.
 - (ii) All the literal markings or placards of emergency exits and doors position to the passengers, or rescuer out of the aircraft
 - (iii) All the instructions and directions of the emergency equipments for the passengers to use.
- (3) The Chinese No.3 Jet fuel (GB 6537-2006) should be approved for the aircraft.

基准
Datum

机翼前缘
Wing Leading edge

水平测量
Leveling

左主起落架支柱向机尾向下方向偏转 5 度。
Top of left hand main landing gear leg 5° tail down

行李
Baggage

一个行李舱 (+105), 最大载重 60 磅
One baggage compartment at (+105). Max capacity 60 lbs.

生产依据
Production
Basis

生产许可证编号 PC 2SW
PC2SW

经批准的中文标记标牌: 51321 号图纸 (原始版)和 51972 号图纸 (原始版), 含后续批准版次
Approved Chinese Marking and Placard: DRAW ING NUMBER 51321 (ORIGINAL) and DRAW ING NUMBER 51972 (ORIGINAL) and the later approved versions.

注释 1 要求带有 FAA 于 1992 年 12 月 17 日批准的飞机飞行手册或之后 FAA 批准的修订版。在初始单机审定时, 必要时, 应为每架飞机提供当前重量平衡报告和装载指南, 重量平衡报告包括审定空机重量所包含设备的清单。空机重量及其相应重心位置必须包括 40 磅 (+33.0) 不可用燃油。
Note 1 FAA approved Airplane Flight Manual dated December 17, 1992, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).

注释 2 下列关于飞行和使用限制的信息必须在标牌上显示。

1、在所有驾驶舱门上: 限用类

2、在飞机蒙皮表面

- (a) 在燃油口盖旁: FUEL 127 * U.S. GAL. JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL. (127*美加仑 JET A 燃油。燃油箱是内部连通的。在燃油箱加满前应留有足够时间让两侧油箱燃油水平均等。不得使用芳烃燃油。)
*当选装 153 加仑燃油箱时, 由“153”替代。
*当选装 189 加仑燃油箱时, 由“189”替代。
- (b) 在燃油口盖旁: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO LANDING GEAR TOW RING. (注意, 在为飞机加油前, 将地面连接接至起落架拖环。)
FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME. (在 40 华氏度以下运行, 必须将 MIL-I-27686 或 PHILLIPS PFA-55MB 防冰添加剂混合入燃油中, 浓度不低于 0.06%或容量高于 0.15%。)
- (c) 在滑油口盖旁: OIL TANK 10.0 QTS CAP. (10 夸脱滑油箱口盖)
- (d) 在静压口旁: STATIC AIR - KEEP CLEAN. (静压空气-保持洁净。)
- (e) 在发动机进气口旁: LEVELING POINT. (水平测量点。)机头冲压空气发动机进气口的飞机, 应在左起落架处标注: LEVELING POINT IS TOP OF GEAR LEG 5° TAIL DOWN (水平测量点是机尾向下偏转 5 度时的起落架支柱的上部。)
- (f) 在行李舱门上: 60 POUNDS MAXIMUM BAGGAGE. (最大行李重量 60 磅。)
- (g) 在料箱盖顶: FOR AGRICULTURAL PURPOSES: (农用:)
MAX. HOPPER LOAD 8800 POUNDS (3992 KG.) (最大料箱重量 8800 磅 (3992 公斤))
MAX. AIRCRAFT GROSS WT. 16000 POUNDS (7257 KG.) (最大飞机全重 16000 磅 (7257 公斤))
- (h) 当安装了计算机控制灭火剂释放舱门和通风时, 在发动机罩顶端: HYD. FLUID 2.6 GAL. CAP. (2.6 加仑液压油口盖)
- (i) 驾驶舱门把手上方: OPEN (开)
- (j) 在驾驶舱门上: EMERGENCY EXIT OPEN (应急出口 开)
- (k) 在风挡清洗液加注口下方: WINDSHIELD WASHER FILL (风挡清洗液加注口)
- (l) 在料箱冲洗加注口下方: HOPPER RINSE TANK FILL (料箱冲洗水箱加注口)
- (m) 装载员座椅格间 (若安装): OCCUPANT MUST ATTACH SEAT BELT AND SHOULDER HARNESS AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET. (成员必须扣好安全带和肩带并戴上经 D.O.T.批准的或 MIL-SPEC 的头盔。)

3.在驾驶员完全可以看到的地方

- (a) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 162 MPH. MAX FLAP DOWN SPEED 142 MPH. MAX CROSSWIND VELOCITY LANDING 23 MPH. ALT. LOSS FROM STALL 280 FT. (该飞机必须以限用类并按照飞机飞行

手册运行。不得进行包括尾旋在内的特技机动。设计机动速度 162 英里/小时。最大襟翼展态速度 142 英里/小时。着陆最大正侧风 23 英里/小时。失速高度损失 280 英尺。)

- (b) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT ★ VFR FLIGHT CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. (该飞机的运行限于昼间 (和夜间 ★) 目视飞行规则条件。禁止进入已知结冰条件飞行。)
- ★只有当飞机安装了可用灯光组件后才可以加上“和夜间”。
- (c) PUSH STICK FORWARD TO UNLOCK TAILWHEEL. * (向前推杆解开尾轮锁。*)
- *如果飞机有手动尾轮锁系统, 就无需安装此标牌。
- (d) PARK BRAKE OPERATION: (停留刹车操作:)
- ON: DEPRESS PEDALS AND PULL LEVER. (刹车: 踩脚蹬并拉手柄)
- OFF: DEPRESS PEDALS. (解除刹车: 踩脚蹬)
- (e) DO NOT OPERATE ENGINE ABOVE 1500 FT-LBS TORQUE ON GROUND RUN UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS (NOTE 4) PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 0°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL. (在地面试车时发动机不得在 1500 英尺-磅以上转矩运转, 否则机尾会抬起。禁止在雷雨附近飞行 (注释 4)。当气温在 40°F 以下时, 禁止在可见湿度下飞行。禁止在 0°F 以下飞行。在气温 40°F 以下运行时应使用 PRIST 防冰添加剂。最大运行高度为海平面 12500 英尺。)
- (f) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED. (警告: 在发动机停止工作时, 不要将油门杆移动到反推位, 否则发动机控制组件会受损。)
- (g) DO NOT OPERATE PUMP ABOVE 160 MPH. (在速度大于 160 英里/小时时, 不得对泵进行操作。)
- (h) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT. (警告: 除非飞机上有特殊防火措施, 否则禁止喷洒硫磺。)
- (i) 警告灯指示牌, 包括: LOW FUEL, FUEL FILTER, CHIP DETECT, AIR FILTER, PROP IN BETA, GENERATOR OUT (低燃油, 燃油滤, 金属屑检测, 空气滤, BETA 状态螺旋桨, 失去发电机。) when installed, RINSE PUMP. (若安装, 清洗泵)
- (j) 在空速表旁标注: MANEUVERING SPEED 162 MPH IAS. (机动速度 162 英里/小时指示空速。)
- (k) 在罗盘刻度板旁标注: COMPASS CORRECTION WITH RADIOS OFF. (校准罗盘时关掉无线电。)
- (l) 喷杆压力表上标注: BOOM PRESSURE. (喷杆压力。)
- (m) A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET MUST BE WORN WHEN OPERATING THIS AIRCRAFT. (当驾驶此飞机时应戴上经 D.O.T 批准或 MIL-SPEC 的头盔。)
- (n) NO SMOKING (禁止吸烟。)
- (o) 在发动机操纵台上靠近油门杆处: REV (反推(REV))
- 在止动位: IDLE (慢车(IDLE))
- 在油门杆上: POWER (功率(POWER))
- 在高、低慢车位置: FLIGHT (飞行慢车(FLIGHT)) 和 RUN (地面慢车(RUN))
- (p) 在螺旋桨控制手柄上: P, 在其操纵行程后端头: F, 在其操纵行程前端头: S
- (q) 在驾驶舱门上: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN KICK OUT WINDOW WITH KNEES OR FEET. (飞行中请勿打开舱门。若在翻倒后舱门未打开, 则用膝盖或脚踢开窗户。)
- (r) WARNING TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE, STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS. (警告: 在其它飞机附近滑行或在云、雾、霾中飞行时, 关掉频闪灯。夜间飞行应打开标准航行灯)
- (s) 在地板上应急发动机进气门手柄 (若安装) 旁: TURN TO UNLOCK. PULL UP FOR EMERGENCY ENGINE INDUCTION SYSTEM (旋转解锁。拉出起动应急发动机进气系统。)
- (t) 在上仪表板顶部绿灯 (若安装) 下方: FIRE GATE “ARMED” (灭火门 “预位”)

- (u) 在上仪表板顶部黄灯(若安装)下方: LOW HYDR PRESSURE(液压压力低。)
 - (v) 在根据图纸 11615 飞机构型的上仪表板: THIS AIRCRAFT COMPLIES WITH THE REQUIREMENTS OF AIR TRACTOR DRAWING 11615.(此飞机满足 AIR TRACTOR 图纸 11615 的要求。)(见注释 4)
 - (w) 在仪表板上: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE MAINTAIN COORDINATED FLIGHT AT ALL TIMES(侧滑转弯期间的失速会导致机头猛烈下俯并导致大的高度损失。飞行中应始终保持协调转弯。)
 - (x) 在油门杆前应急释压表支架: E-DUMP PRESSURE - MIN 50 PSI*(E-释压-最小 50PSI*)
*仅适用于带有气动 E-释压的灭火构型
 - (y) 如果安装了装载员座椅, 在仪表板上: LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION OR WHEN P/N 54497 SWATHMASTER SPREADER IS INSTALLED.(在化学物作业期间或对于装有 SWATHMASTER 播撒器(P/N 54497)构型, 装载员座椅上不得有乘员。)
 - (z) 在燃油控制组件超控手柄(若安装)顶部: CAUTION FCU OVERRIDE UNLOCK - PUSH FOR POWER(注意 燃油控制组件超控解锁-前推获取功率。)
 - (aa) 在仪表板上: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN ½ TANK.(避免侧滑转弯, 以防燃油在两个邮箱间移动。当任一油箱没油后发动机都可能会停车。当油量低于 1/2 油箱后应频繁监控每个油箱的油量。)
 - (ab) 对于装有手动尾轮锁系统的飞机, 在尾轮上锁手柄上: TAIL WHEEL(尾轮。)
 - (ac) 对于装有手动尾轮锁系统的飞机, 在飞行员控制台上: TAIL WHEEL UNLOCKED and TAIL WHEEL LOCKED and CAUTION: DO NOT UNLOCK TAIL WHEEL IN FLIGHT.(尾轮解锁、尾轮上锁和注意: 飞行中勿解锁尾轮。)
 - (ad) 在灭火瓶上(仅适用于干粉灭火剂型): DO NOT USE IN FLIGHT. MAY CAUSE TEMPORARY BLINDNESS AND DIFFICULTY BREATHING IF INHALED.(空中勿使用。可能导致暂时失明且吸入可能导致呼吸困难。)
4. 若根据图 52940 安装了辅助机身燃油系统。
- 应安装下列指示牌:
- (a) 在驾驶舱地板支架上: EMERGENCY FUEL SHUTOFF RAISE COVER(应急燃油关断, 打开盖板。)(在盖板下方: LEFT TANK-TURN TO UNLOCK-PULL TO OFF and RIGHT TANK -TURN TO UNLOCK-PULL TO OFF(左油箱-旋转解锁-拉出切断 和 右油箱-旋转解锁-拉出切断。))
 - (b) 在驾驶舱地板支架上: FUSELAGE FUEL TANK JETTISON RAISE COVER(机身油箱放油打开盖板。)(在盖板下方: TURN TO UNLOCK PULL TO JETTISON FUEL. PUSH TO CLOSE(旋转解锁, 拉出放油, 推入关闭。))
 - (c) 在机身油箱加油口盖旁: JET FUEL 362 U.S. GAL. (1370 LITERS) SEE AFM FOR ACCEPTABLE FUELS(燃油 362 美加仑 (1370 升), 请在飞行手册中查看可接受的燃油。)
 - (d) 在前座椅仪表板上: FUSELAGE FUEL TANK VALVE 351 U.S. GAL. (1329 LITERS) TURN TO UNLOCK PULL TO OPEN PUSH TO CLOSE(机身油箱活门 351 美加仑 (1329 升), 旋转解锁, 拉出打开, 推入关闭。)
 - (e) 在前座椅仪表板上: DO NOT PULL FUSELAGE FUEL TANK VALVE TO OPEN UNLESS THE WING FUEL TANKS ARE ¼ FULL (46 US GALLONS) OR LESS(不要拉出以打开机身油箱活门, 除非机翼油箱油量等于或低于满油箱的 1/4 (46 美加仑。))
 - (f) 在前座椅仪表板上: BEFORE ENGINE SHUTDOWN PUSH THE FUSELAGE FUEL VALVE CLOSED(在发动机关车前, 推入以关闭机身油箱活门。)
 - (g) 在加油盖板旁的机身油箱板上: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO EYEBOLT ON FUEL TANK TOP. FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME. (注意, 在为飞机加油前, 将地面连接与油箱顶部螺栓连接。在 40°F 以下运行, 将 MIL-I-27686 或 PHILLIPS PFA-55MB 防冰添加剂混合入燃油中, 防冰添加剂浓度不低于 0.06%或容量高于 0.15%。)
 - (h) 在机身油箱板上: GROUNDING POINT(接地点。)

- (i) 机身油箱后壁: INSTALL CHECK VALVE WITH ARROW IN THIS DIRECTION.(安装带有此方向箭头的检查活门。)
- (j) 在前座椅仪表板: LOCKED UNLOCKED LOCKED(上锁 解锁 上锁。)
- (k) 在前座椅仪表板: FUEL VALVE INDICATORS and L/H MAIN FUEL VALVE CLOSED and R/H MAIN FUEL VALVE CLOSED and FUSELAGE FUEL VALVE OPEN(燃油活门指示器 和 左侧主燃油活门关 和 右侧主燃油活门关 和 机身燃油活门开。)
- (l) 在机翼燃油活门手柄下方: FUEL MAIN 369 GAL and OFF(主油箱 369 加仑 和 关。)
不要安装下列指示牌
 - (a) 在料箱唇口: FOR AGRICULTURAL PURPOSES: MAX. HOPPER LOAD 8,800 POUNDS [3992 KG] MAX AIRCRAFT GROSS WT. 16,000 POUNDS [7257 KG](对于农业用途: 最大料箱装载 8800 磅(3992 公斤), 最大飞机全重 16000 磅(7257 公斤))
 - (b) 对于安装了计算机控制灭火门和通风的飞机, 在发动机罩顶端: HYD. FLUID 2.6 GAL. CAP. [9.8L.](液压油 2.6 加仑 (9.8 升))
 - (c) DO NOT OPERATE PUMP ABOVE 160 MPH [139 KNOTS](当速度大于 160 英里/小时 (139 节), 不要对泵进行操作)
 - (d) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT(警告: 除非飞机上有特殊防火措施, 否则禁止喷洒硫磺。)
 - (e) 在上仪表板顶部绿灯 (若安装) 下方: FIRE GATE "ARMED"(射击门 "预位")
 - (f) 在上仪表板顶部黄灯 (若安装) 下方: LOW HYDR PRESSURE(液压压力低)
 - (g) 在油门杆前应急释压表支架: E-DUMP PRESSURE - MIN 50 PSI*(E-释压-最小 50PSI*)
 - (h) 在喷杆压力表上: BOOM PRESSURE(喷杆压力)
 - (i) 在料箱清洗冲洗加注口下方: HOPPER RINSE TANK FILL(料箱冲洗水箱加注口)
 - (j) 在机翼燃油活门手柄下方: FUEL MAIN 374 GAL and OFF(主燃油 374 加仑并关闭)

Note 2

The following information on placards pertaining to flight and operating limitations must be displayed:

1. On all canopy doors: RESTRICTED.
2. Attached to skin of aircraft:
 - (a) Next to fuel filler caps: FUEL 127 * U.S. GAL. JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL.
* Substitute "153" when optional 153 gallon tanks are installed.
* Substitute "189" when optional 189 gallon tanks are installed
 - (b) Next to fuel filler caps: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO LANDING GEAR TOW RING. FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME.
 - (c) Next to Oil Filler Cap: OIL TANK 10.0 QTS CAP.
 - (d) Next to pitot static buttons: STATIC AIR - KEEP CLEAN.
 - (e) On side of engine air scoop: LEVELING POINT. Planes with nose-mounted ram air engine inlet have placard above left hand gear leg that reads: LEVELING POINT IS TOP OF GEAR LEG 5° TAIL DOWN
 - (f) On baggage door: 60 POUNDS MAXIMUM BAGGAGE.
 - (g) On top of Hopper Lid: FOR AGRICULTURAL PURPOSES: MAX. HOPPER LOAD 8800 POUNDS. (3992 KG)
MAX. AIRCRAFT GROSS WT. 16000 POUNDS (7257 KG.)
 - (h) On top of engine cowl when computerized fire bomber gate and vent is installed: HYD. FLUID 2.6 GAL. CAP.
 - (i) Above canopy door handles: OPEN
 - (j) On Canopy doors: EMERGENCY EXIT OPEN
 - (k) Below windshield washer fill: WINDSHIELD WASHER FILL
 - (l) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL
 - (m) In loader seat compartment (if installed): OCCUPANT MUST ATTACH SEAT BELT

AND SHOULDER HARNESS AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET.

3. In full view of pilot:
 - (a) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 162 MPH. MAX FLAP DOWN SPEED 142 MPH. MAX CROSSWIND VELOCITY LANDING 23 MPH. ALT. LOSS FROM STALL 280 FT.
 - (b) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT ★ VFR FLIGHT CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.
★Delete the words "AND NIGHT" unless aircraft is equipped with operable lighting package.
 - (c) PUSH STICK FORWARD TO UNLOCK TAILWHEEL. *
*This placard not installed on aircraft having the manual tail wheel lock system.
 - (d) PARK BRAKE OPERATION:
ON: DEPRESS PEDALS AND PULL LEVER.
OFF: DEPRESS PEDALS.
 - (e) DO NOT OPERATE ENGINE ABOVE 1500 FT-LBS TORQUE ON GROUND RUN UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS (NOTE 4) PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 0°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL.
 - (f) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.
 - (g) DO NOT OPERATE PUMP ABOVE 160 MPH.
 - (h) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT.
 - (i) Warn light placards: LOW FUEL, FUEL FILTER, CHIP DETECT, AIR FILTER, PROP IN BETA, GENERATOR OUT, when installed, RINSE PUMP.
 - (j) Next to airspeed indicator: MANEUVERING SPEED 162 MPH IAS.
 - (k) Next to compass card: COMPASS CORRECTION WITH RADIOS OFF.
 - (l) On boom pressure gauge: BOOM PRESSURE.
 - (m) A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET MUST BE WORN WHEN OPERATING THIS AIRCRAFT.
 - (n) NO SMOKING
 - (o) On engine control quadrant next to Power Lever: REV
At the stop detent: IDLE
On power control Lever: POWER
At respective HI and LO idle positions: FLIGHT and RUN
 - (p) On prop control lever: P, on aft end of travel: F, and on start control lever: S
 - (q) On canopy doors: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN KICK OUT WINDOW WITH KNEES OR FEET.
 - (r) WARNING TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUD, FOG OR HAZE, STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.
 - (s) On floor next to Emergency Engine Induction door lever (If Installed): TURN TO UNLOCK. PULL UP FOR EMERGENCY ENGINE INDUCTION SYSTEM
 - (t) Below green light at top of upper instrument panel (If Installed): FIRE GATE "ARMED"
 - (u) Below yellow caution light at top of upper instrument panel (If Installed): LOW HYDR PRESSURE
 - (v) On upper instrument Panel on aircraft configured per drawing 11615: THIS AIRCRAFT COMPLIES WITH THE REQUIREMENTS OF AIR TRACTOR DRAWING 11615. (See Note 4)
 - (w) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE MAINTAIN COORDINATED FLIGHT AT ALL TIMES
 - (x) On the emergency dump pressure gauge bracket forward of the power lever: E-DUMP

PRESSURE - MIN 50 PSI*

* Fire bombing models with pneumatic E-dump systems only

- (y) On instrument panel if loader seat is installed: LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION OR WHEN P/N 54497 SWATHMASTER SPREADER IS INSTALLED.
 - (z) On top of FCU Override Lever (if installed): CAUTION FCU OVERRIDE UNLOCK - PUSH FOR POWER
 - (aa) On instrument panel: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN ½ TANK.
 - (ab) On the Tail wheel Lock Lever on aircraft having the manual tail wheel lock system: TAIL WHEEL
 - (ac) On the pilot's console on aircraft having the manual tail wheel lock system: TAIL WHEEL UNLOCKED and TAIL WHEEL LOCKED and CAUTION: DO NOT UNLOCK TAIL WHEEL IN FLIGHT.
 - (ad) On fire extinguisher (Dry-chemical type only): DO NOT USE IN FLIGHT. MAY CAUSE TEMPORARY BLINDNESS AND DIFFICULTY BREATHING IF INHALED.
4. If the Auxiliary Fuselage Fuel System is installed per Dwg 52940:
The following placards must be installed:
- (a) On the cockpit floor bracket: EMERGENCY FUEL SHUTOFF RAISE COVER
Underneath cover: LEFT TANK-TURN TO UNLOCK-PULL TO OFF and
RIGHT TANK -TURN TO UNLOCK-PULL TO OFF
 - (b) On cockpit floor bracket: FUSELAGE FUEL TANK JETTISON RAISE COVER and
underneath cover TURN TO UNLOCK PULL TO JETTISON FUEL. PUSH TO
CLOSE
 - (c) Next to filler cap on fuselage fuel tanks: JET FUEL 362 U.S. GAL. (1370 LITERS)
SEE AFM FOR ACCEPTABLE FUELS
 - (d) On front seat instrument panel: FUSELAGE FUEL TANK VALVE 351 U.S. GAL. (1329
LITERS) TURN TO UNLOCK PULL TO OPEN PUSH TO CLOSE
 - (e) On front seat instrument panel: DO NOT PULL FUSELAGE FUEL TANK VALVE TO
OPEN UNLESS THE WING FUEL TANKS ARE ¼ FULL (46 US GALLONS) OR
LESS
 - (f) On front seat instrument panel: BEFORE ENGINE SHUTDOWN PUSH THE
FUSELAGE FUEL VALVE CLOSED
 - (g) On fuselage fuel tank plate next to filler cap: CAUTION BEFORE REFUELING
AIRCRAFT CONNECT GROUNDING CONNECTION TO EYEBOLT ON FUEL
TANK TOP.
FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR
PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN
CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY
VOLUME.
 - (h) On fuselage fuel tank plate: GROUNDING POINT
 - (i) On aft wall of fuselage fuel tank: INSTALL CHECK VALVE WITH ARROW IN THIS
DIRECTION.
 - (j) On front seat instrument panel: LOCKED UNLOCKED LOCKED
 - (k) On front seat instrument panel: FUEL VALVE INDICATORS and L/H MAIN FUEL
VALVE CLOSED and R/H MAIN FUEL VALVE CLOSED and FUSELAGE FUEL
VALVE OPEN
 - (l) Under wing fuel valve handle: FUEL MAIN 369 GAL and OFF
- Do not install the following placards:
- (a) On hopper lid: FOR AGRICULTURAL PURPOSES: MAX. HOPPER LOAD 8,800
POUNDS [3992 KG.] MAX AIRCRAFT GROSS WT. 16,000 POUNDS [7257 KG.]
 - (b) On top of engine cowl when computerized fire bomber gate and vent is installed: HYD.
FLUID 2.6 GAL. CAP. [9.8L.]
 - (c) DO NOT OPERATE PUMP ABOVE 160 MPH [139 KNOTS]
 - (d) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE
PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT

- (e) Below green light at top of upper instrument panel (If Installed): FIRE GATE “ARMED”
- (f) Below yellow caution light at top of upper instrument panel (If Installed): LOW HYDR PRESSURE
- (g) On the emergency dump pressure gauge bracket forward of the power lever: E-DUMP PRESSURE – MIN 50 PSI*
- (h) On boom pressure gauge: BOOM PRESSURE
- (i) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL
- (j) Under wing fuel valve handle: FUEL MAIN 374 GAL and OFF

注释 3 时寿件列于维修手册中。

NOTE 3 Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual

注释 4 若根据图纸 11615 做了闪电防护改装，标牌“禁止在雷雨区附近飞行”可删除。

NOTE 4 The placard “FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED” may be deleted when Lightning-Safe modifications have been incorporated in accordance with drawing 11615.

注释 5 对于序列号 802A-0074 之前的装有 PT6A-67AG 发动机、进行过件号 50821-32 侧向力发动机吊架改装的 AT-802A 飞机，则必须使用 Hartzell 公司件号 HC-B5MA-3D/M11276NS 型螺旋桨。

NOTE 5 AT-802A aircraft prior to s/n 802A-0074 with PT6A-67AG engine installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.

第 3 部分/SECTION 3: AT-802

型号 AT-802 双座封闭座舱陆上单翼飞机 (限用类), FAA 批准日期 1993 年 4 月 27 日, CAAC 认可日期 2013 年 11 月 25 日

Model AT-802, 2 PCLM (Restricted Category) Approved by FAA on April 27, 1993, Validated by CAAC on 25 Nov.2013.

发动机 普惠 PT6A-67AG 或 PT6A-67F.

Engine Pratt & Whitney PT6A-67AG or PT6A-67F

燃油 符合 GB 6537-2006 标准的 3 号喷气燃油, 符合 ASTM D1655-70 标准的 JET A、JET A1 和 JET B 燃油, 符合 MIL-T-5624 标准 JP-4 和 JP-8 燃油

Fuel GB6537-2006, No. 3 Jet fuel, and ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8

滑油 根据规范 MIL-L-7808, MIL-L-23699

Oil MIL-L-7808, MIL-L-23699

发动机限制 PT6A-67AG

Engine Limits PT6A-67AG

工作状态 Power Setting	轴马力 SHP	扭矩 英尺-磅 Torque Ft-Lb	标称涡轮 级间温度, 摄氏度 Nominal ITT°C	最大实测涡轮 级间温度, 摄氏度 Maximum Observed ITT°C	燃气涡轮 转速% Ng RPM %	动力涡轮 转速, 转/ 分 Np RPM	滑油压力 磅力/平方 英寸 Oil Pressure PSIG	滑油温度, 摄氏度 Oil Temp °C
起飞 Takeoff	1350	4170		800 (5 分钟) (5 min)	104.0	1700	90 至 135 90 to 135	10 至 99 10 to 99
最大连续 MAX. Continuous	1220	3770		800	104.0	1700	90 至 135 90 to 135	10 至 99 10 to 99
最小慢车 MIN Idle (Run)				750	56.0		60 最低 60 Min.	-40 至 99 -40 to 99
起动 Starting				1000 (5 秒) (5 sec)			0 至 200 0 to 200	-40 至 99 -40 to 99
瞬 态 Transient		5100 (20 秒) (20 sec)		870 (20 秒) (20 sec)	104.0	1870	40 至 200 40 to 200	0 至 110 0 to 110
最大反推 MAX Reverse	900			760		1650	90 至 135 90 to 135	10 至 99 10 to 99

发动机限制 PT6A-67F

Engine Limits PT6A-67F

工作状态 Power Setting	轴马力 SHP	扭矩 英尺-磅 Torque Ft-Lb	标称涡轮 级间温度, 摄氏度 Nominal ITT°C	最大实测涡轮 级间温度, 摄氏度 Maximum Observed	燃气涡轮 转速% Ng RPM %	动力涡轮 转速, 转/ 分 Np RPM	滑油压力 磅力/平方 英寸 Oil Pressure	滑油温度, 摄氏度 Oil Temp °C
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				ITT°C			PSIG	
起飞 Takeoff	1424	4400		870 (5 min)	104.0	1700	90 to 135	10 to 99
最大连续 MAX. Continuous	1220	3770		870	104.0	1700	90 to 135	10 to 99
最小慢车 MIN Idle (Run)				760	56.0		60 最低 Min.	-40 to 99
起动 Starting				1000 (5 sec)			0 to 200	-40 to 99
瞬态 Transient		5100 (20 sec)		910 (20 sec)	104.0	1870	40 to 200	0 to 110
最大反推 MAX Reverse	900			760		1650	90 to 135	10 to 99

螺旋桨及其限制 哈泽尔公司 HC-B5MA-3D/M11691NS (序列号 802-0001 及之后)

最小直径 118.2 英寸, 最大直径 118.7 英寸

桨距设置, 在 42 英寸站位处, 高桨距 84.0°, 低桨距 13.9°, 反桨距 -10.0°。

Propeller & Hartzell HC-B5MA-3D/M11691NS (s/n 802-0001 & subs.)

Propeller Minimum diameter – 118.2 in.

Limits Maximum diameter – 118.7 in.

Pitch settings, high 84.0°, low 13.9°,

reverse –10.0° at 42 inch station

速度限制 VNE (不可超越速度) 12500 磅以下, 227 英里/小时 (197 节)
(指示空速) *VNE (不可超越速度) 12500 磅以上, 169 英里/小时 (147 节)
*VA (机动速度) 169 英里/小时 (147 节)
*VNO (最大结构巡航速度) 169 英里/小时 (147 节)
**VNE (不可超越速度) 12500 磅以上, 167 英里/小时 (145 节)
**VA (机动速度) 167 英里/小时 (145 节)
**VNO (最大结构巡航速度) 167 英里/小时 (145 节)
VFE (襟翼展态速度) 142 英里/小时 (123 节)

*针对序列号从 802-0001 到 802-0059 的飞机

**针对序列号 802-0064 及之后的飞机

Airspeed VNE (Never Exceed) 227 mph (197 knots) below 12,500 lbs.
Limits *VNE (Never Exceed) 169 mph (147 knots) above 12,500 lbs.
(CAS) *VA (Maneuvering) 169 mph (147 knots)
*VNO (Max. structural cruise) 169 mph (147 knots)
**VNE (Never Exceed) 167 mph (145 knots) above 12,500 lbs.
**VA (Maneuvering) 167 mph (145 knots)
**VNO (Max. structural cruise) 167 mph (145 knots)
VFE (Flap extended) 142 mph (123 knots)

*For s/n 802-0001 thru 802-0059

**For s/n 802-0064 & subs.

重心范围 在 16000 磅时, (+23.0) 到(+27.0)
在 14800 磅时, (+23.0) 到(+30.59)
带有 Swathmaster 播撒装置的, 在 10200 磅时, (+23.0) 到 (+32.0)
在 10300 磅时, (+23.0) 到 (+35.0)

两点之间重心值呈直线变化

C.G. Range (+23.0) to (+27.0) at 16,000 lbs.
(+23.0) to (+30.59) at 14,800 lbs.
(+23.0) to (+32.0) at 10,200 lbs. (with Swathmaster Spreader)
(+23.0) to (+35.0) at 10,300 lbs.

Straight line variation between points.

最大重量	16000 磅, 喷洒系统构型 15200 磅, 固体播撒器构型 16000 磅, 灭火构型 14800 磅, 航测和巡逻构型		
Max Weight	16,000 lbs. in sprayer configuration 15,200 lbs. in duster configuration 16,000 lbs. in fire bomber configuration 14,800 lbs. in aerial surveying/patrolling configuration		
座位数	一个机组座椅位置 (+84.0), 一个机组座椅位置(+123.0)		
No. of Seats	1 at (+84), 1 at (+123)		
最大料箱装载	8800 磅(+20.5)		
Max. Hopper Load	8,800 lbs. (+20.5)		
燃油容量	256 加仑(+33.0) (250 加仑可用燃油容量, 每个机翼燃油箱的容量为 127 加仑) 308 加仑-可选 (可用燃油 302 加仑) 380 加仑-可选 (可用燃油 374 加仑)		
Fuel Capacity	256 gal. (+33.0) (250 gal. usable capacity, one 127 gal. tank in each wing) 308 gallons optional (302 gallons usable) 380 gallons optional (374 gallons usable)		
滑油容量	2.5 加仑 (可用滑油 1.5 加仑)		
Oil Capacity	2.5 gals. (1.5 gals. usable)		
操纵面偏转量	升降舵	向上 $29^{\circ} \pm 1^{\circ}$	向下 $15^{\circ} \pm 1^{\circ}$
	升降舵配平片	向上 $8^{\circ} \pm 1.5^{\circ}$	向下 $11^{\circ} \pm 1.5^{\circ}$
	方向舵	向左 $24^{\circ} \pm 1^{\circ}$	向右 $24^{\circ} \pm 1^{\circ}$
	副翼	向上 $17^{\circ} \pm 1^{\circ}$	向下 $13^{\circ} \pm 1^{\circ}$
	襟翼	---	向下 $30^{\circ} \pm 1.5^{\circ}$
Control	Elevator	Up $29^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
Surface	Elevator tab	Up $8^{\circ} \pm 1.5^{\circ}$	Down $11^{\circ} \pm 1.5^{\circ}$
Movements	Rudder	Left $24^{\circ} \pm 1^{\circ}$	Right $24^{\circ} \pm 1^{\circ}$
	Aileron	Up $17^{\circ} \pm 1^{\circ}$	Down $13^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $30^{\circ} \pm 1.5^{\circ}$
适用的序列号	802-0001 及其以后		
Serial Nos.El原因ible	802-0001 and subsequent.		
设备	除适用适航规章要求的基本设备必须安装外, 下列设备也是必须的: a. 失速警告系统 (图纸: 50130) b. 24 伏电气系统 c. 侧滑指示器 d. 灭火器 (图纸: 10564 或 11421)		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system c. Slip indicator d. Fire Extinguisher (Dwg. 10564 or 11421)		
农用喷洒设备	下列农用喷洒设备可选安装 a. 固体播撒装置 (图纸 80634 或 80697 或 80776) b. 标准喷洒系统 (图纸 80472 或 80745) c. Micronair 喷洒系统 (图纸 80678) d. 防火门配合喷洒系统 (图纸 80745) e. 自动旗标 (图纸 80612)		

- f. 侧风探测发烟气 (图纸 80610)
- g. Crop Hawk, Micronair, Accuflo 播撒流量计量器 (图纸 80472)
- h. 48 个备用喷嘴 (图纸 80037)
- i. 夜间工作灯 (图纸 60382)
- j. 料箱清洗系统 (图纸 80900)
- k. 泡沫水箱 (图纸 80576)

Agricultural
Dispersal
Equipment

The following agricultural dispersal equipment may be installed:
None, or any of the following:

- a. Dust spreader (Dwg. 80634 or 80697 or 80776)
- b. Standard spray system (Dwg. 80472 or 80745)
- c. Micronair spray system (Dwg. 80678)
- d. Fire gate spray system (Dwg. 80745)
- e. Automatic flagger (Dwg. 80612)
- f. Drift finder smoker (Dwg. 80610)
- g. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80472)
- h. 48 extra nozzles (Dwg. 80037)
- i. Night working lights (Dwg. 60382)
- j. Hopper rinse system (dwg. 80900)
- k. Foam tank (dwg. 80576)

选装设备

传统灭火剂释放舱门和通风 (图纸 81196)
计算机控制的灭火剂释放舱门和通风 (图纸 80540)
空调系统 (图纸 60414 或 60719)
驾驶舱加温系统 (图纸 51477)
燃油流量计 (图纸 60286 或 60585)
姿态陀螺仪 (图纸 51625)
转弯侧滑指示仪 (图纸 51625)
King 通讯或导航通讯电台 (图纸 60616)
风挡玻璃清洗器 (图纸 60439)
风挡雨刷 (图纸 60177)
King 应答机 (图纸 60434)
King LMH 3142 电台 (图纸 60436)
King DME (图纸 60451)
King 水平姿态指示器/伺服罗盘 (图纸 60451)
King 音频控制台 (图纸 60451)
罗兰 C 导航系统 (图纸 60451)
King 自动测向仪 (图纸 60724)
Garmin GPS 150 (图纸 60619)
Trimble GPS (图纸 60978)
N.A.T. 音频控制面板 (图纸 60493)
King KN53 导航设备 (图纸 60453)
S-Tec 自动驾驶 (图纸 70656)
King KLX-135 GPS/通讯设备 (图纸 60939)
ACK 应急定位发射器 (图纸 60617)
Narco 应急定位发射器 (图纸 60554)
Dorne 和 Margolin 应急定位发射器 (图纸 60684)
旅客广播/告警 (图纸 60922)
方向陀螺 (图纸 51625)
升降速度指示器 (图纸 51625)
King 高频电台 (图纸 61001)
King 雷达测高仪 (图纸 61004)
King GPS (图纸 60992)
King 指点标 (图纸 60473)
Garmin GMA 340 音频控制 (图纸 61155)
Garmin GNS 530 GPS 导航通讯设备 (图纸 61163)
Garmin GNS 430 GPS 导航通讯设备 (图纸 61161)
Garmin GNC 250XL GPS 通讯设备 (图纸 61159)
Garmin GTX 327 应答机 (图纸 61157)

	King KRA 405B 雷达测高仪(图纸 61196)
	发动机火警探测系统(图纸 52260)
	Garmin/Apollo SL40 通讯电台(图纸 61339)
	燃油控制装置超控系统(图纸 70640)
	灯光组件(图纸 60038).
	发动机冲压空气进气口(图纸 51208)
	辅助机身燃油系统(图纸 52940) (适用于航测和巡逻构型)
	Electronics International 公司 MVP-50T 发动机监控系统安装 (用图纸 53160 替换标准仪表安装图 51625)
Optional Equipment	Conventional fire bomber gate and vent (Dwg. 81196)
	Computerized fire bomber gate and vent (Dwg. 80540)
	Air conditioning system (Dwg. 60414 or Dwg. 60719)
	Cockpit heater (Dwg. 51477)
	Fuel flowmeter (Dwg. 60286 or 60499)
	Attitude gyro (Dwg. 51625)
	Turn coordinator (Dwg. 51625)
	King COM or NAV/COM radio (Dwg. 60616)
	Windshield washer (Dwg. 60439)
	Windshield wiper (Dwg. 60296)
	King transponder (Dwg. 60434)
	King LMH 3142 radio (Dwg. 60436)
	King DME (Dwg. 60451)
	King HSI/Slaved compass (Dwg. 60451)
	King audio console (Dwg. 60451)
	Loran-C (Dwg. 60451)
	King - Automatic direction finder (Dwg. 60724)
	Garmin GPS 150 (Dwg. 60619)
	Trimble GPS (Dwg. 60978)
	N.A.T. Audio Control Panel (Dwg. 60493)
	King KN53 NAV (Dwg. 60453)
	S-Tec Autopilot (dwg. 70656)
	King KLX-135 GPS/COM (dwg. 60939)
	ACK ELT (dwg. 60617)
	Narco ELT (Dwg. 60554)
	Dorne & Margolin ELT (Dwg. 60684)
	Public Address/Siren (dwg. 60922)
	Directional Gyro (dwg. 51625)
	Vertical Speed indicator (dwg. 51625)
	King high frequency radio (Dwg. 61001)
	King radar Altimeter (Dwg. 61004)
	King GPS (Dwg. 60992)
	King Marker beacon (Dwg. 60473)
	Garmin GMA 340 Audio Control (Dwg. 61155)
	Garmin GNS 530 GPS NAV COM (Dwg. 61163)
	Garmin GNS 430 GPS NAV COM (Dwg. 61161)
	Garmin GNC 250XL GPS COM (Dwg. 61159)
	Garmin GTX 327 Transponder (Dwg. 61157)
	King KRA 405B Radar Altimeter (Dwg. 61196)
	Engine Fire Detection System (Dwg. 52260)
	Garmin/Apollo SL40 Com Radio (Dwg. 61339)
	FCU Override System (70640)
	Light Package (Dwg. 60038)
	Ram Air Engine Inlet (Dwg. 51208)
	Auxiliary Fuselage Fuel System (Dwg 52940) (for Aerial Surveying/Patrolling configuration)
	Electronics International MVP-50T Engine Monitor Installation (drawing 53160 – alternate to 51625 standard instrument installation)

FAA 审定基础 FAR23 (1965 年 2 月 1 日发布) 至 23-42 修正案 (1991 年 2 月 4 日生效), 以及以下一些因为飞机特殊用途而确认为适用或不适用的条款。这些特殊用途包括: 根据 FAR21.25(b)(1) 进行农林喷雾、

洒粉和播种, 根据 21.25(b)(2)进行森林和野生动物保护(灭火), 根据 FAR 21.25(b)(7)应用除草剂进行毒品根绝。

此外, 飞机还可根据 FAR 21.25(b)(3)进行航测和根据 FAR 21.25(b)(4)进行空中巡逻, 但为满足 FAR36 附录 G, 修正案 36-28 的要求, 需要有如下限制。

- 1) 最大起飞重量限制 14800 磅
- 2) 所装发动机起飞时功率不允许低于 1295 轴马力。
- 3) 没有安装农业喷洒和颗粒抛洒设备, 包括:
 - a) 喷杆 (图纸 80647)
 - b) 喷淋管道 (图纸 80643 或 81321)
 - c) 风扇驱动喷洒管道 (图纸 80635, 81199, 或 80745)
 - d) 播撒器 (图纸 80776, 80634, 或 80697)

最大重量: 定义为飞机将被运行的最大限用类全重, 至少包括满燃油、满工作液体、机组、行李和满料箱。

适用的 FAR23 部条款包括:

23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, C 分部所有条款, 23.629, 23.721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

序列号 802-0001 至 802-0082 飞机符合条款 23.629(f).

基线重量: 定义为不少于上述最大重量 75% 的参考重量。

适用条款是 FAR23 至 23-42 修正案, 但不包括以下根据 FAR21.25(a)(1)确认为不适用的条款:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

5574 号豁免, 对 23.49 (b) (1) 条款, 61 节失速速度。

对 FAR 23.562 的等效安全结论, 1992 年 9 月 14 日颁布。

对 FAR 23.677 (a) 的等效安全结论, 1999 年 3 月 23 日颁布。

对 FAR 23.1093(b) 的等效安全记录, 1992 年 12 月 7 日颁布。

FAA Certification Basis FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991 with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

Additionally, the airplane may be operated under the special purposes of aerial surveying per FAR 21.25(b)(3) and patrolling per FAR 21.25(b)(4) with the following restrictions to meet the requirements of FAR 36 Appendix G, Amendment 36-28:

- 1) Maximum takeoff weight of 14,800 lbs
- 2) No installed engine with less than 1,295 SHP at takeoff.
- 3) No agricultural spray or granular dispersal equipment installed, consisting of:
 - a) Spray booms (Dwg 80647)
 - b) Spray plumbing (Dwg 80643 or 81321)
 - c) Fan-operated spray pump (Dwg 80635, 81199, or 80745)
 - d) Spreader (Dwg 80776, 80634, or 80697)

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.

Appropriate FAR 23 Requirements:

23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23.721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

Serial numbers 802-0001 thru 802-0082 do comply with 23.629(f).

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight (above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1).

Inappropriate FAR 23 Requirements:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.629(f)(1), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed

Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999

Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992

CAAC 认可审定基础

CAAC 接受上述 FAA 型号审定基础作为认可审定基础。此外, CAAC 认可审定基础还包括以下附加技术要求:

- (1) 高度表应该有米制单位指示。
- (2) 按照 CCAR 21.29 (5) 要求, 下列各项应当至少有中文表述:
 - (i) 机上所有对旅客进行的提示、警告和通知的文字标记和标牌;
 - (ii) 机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌;
 - (iii) 旅客可能使用的机上所有应急设备的操作、使用说明。
- (3) 中国 3 号航空燃油 (GB-6537-2006) 应被批准用于该飞机。

CAAC Validation Certification Basis

CAAC accepts the FAA Type Certification basis as the Validation Basis mentioned above. In addition, CAAC Validation Basis includes the following additional technical conditions:

- (1) Altimeter indication should include metric units;
- (2) Per CCAR 21.29 (5), the following items must be presented in the Chinese language at least:
 - (i) All the literal markings or placards of tips, warnings and notifications marking to the passengers.
 - (ii) All the literal markings or placards of emergency exits and doors position to the passengers, or rescuer out of the aircraft
 - (iii) All the instructions and directions of the emergency equipments for the passengers to use.
- (3) The Chinese No. 3 Jet fuel (GB 6537-2006) should be approved for the aircraft.

基准 Datum	机翼前缘 Wing Leading edge
水平测量 Leveling Means	左主起落架支柱向机尾向下方向偏转 5 度。 Top of left hand main landing gear leg 5° tail down
行李 Baggage	一个行李舱 (+105), 最大载重 60 磅 One baggage compartment at (+105). Max capacity 60 lbs.
生产依据 Production Basis	生产许可证编号 PC 2SW PC2SW

经批准的中文标记标牌: 51321 号图纸 (原始版)和 51972 号图纸 (原始版), 含后续批准版次

Approved Chinese Marking and Placard: DRAW ING NUMBER 51321 (ORIGINAL) and DRAW ING NUMBER 51972 (ORIGINAL) and the later approved versions.

- 注释 1 要求带有 FAA 于 1993 年 4 月 27 日批准的飞机飞行手册或之后 FAA 批准的修订版。在初始单机审定时, 必要时, 应为每架飞机提供当前重量平衡报告和装载指南, 重量平衡报告包括审定空机重量所包含设备的清单。空机重量及其相应重心位置必须包括 40 磅 (+33.0) 不可用燃油。
- Note 1 FAA approved Airplane Flight Manual dated April 27, 1993, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
- 注释 2 下列关于飞行和使用限制的信息必须在标牌上显示。
- 1、在所有驾驶舱门上: 限用类
 - 2、在飞机蒙皮表面
 - (a) 在燃油口盖旁: FUEL 127 * U.S. GAL. JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL. (127*美加仑 JET A 燃油。燃油箱是内部连通的。在燃油箱加满前应留有足够时间让两侧油箱燃油水平均等。不得使用芳烃燃油。)
*当选装 153 加仑燃油箱时, 由“153”替代。
*当选装 189 加仑燃油箱时, 由“189”替代。
 - (b) 在燃油口盖旁: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO LANDING GEAR TOW RING. (注意, 在为飞机加油前, 将地面连接接至起落架拖环。)
FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME. (在 40 华氏度以下运行, 必须将 MIL-I-27686 或 PHILLIPS PFA-55MB 防冰添加剂混合入燃油中, 浓度不低于 0.06%或容量高于 0.15%。)
 - (c) 在滑油口盖旁: OIL TANK 10.0 QTS CAP. (10 夸脱滑油箱口盖)
 - (d) 在静压口旁: STATIC AIR - KEEP CLEAN. (静压空气-保持洁净。)
 - (e) 在发动机进气口旁: LEVELING POINT. (水平测量点。) 机头冲压空气发动机进气口的飞机, 应在左起落架处标注: LEVELING POINT IS TOP OF GEAR LEG 5° TAIL DOWN (水平测量点是机尾向下偏转 5 度时的起落架支柱的上部。)
 - (f) 在行李舱门上: 60 POUNDS MAXIMUM BAGGAGE. (最大行李重量 60 磅。)
 - (g) 在料箱盖顶: FOR AGRICULTURAL PURPOSES: (农用:)
MAX. HOPPER LOAD 8800 POUNDS (3992 KG.) (最大料箱重量 8800 磅 (3992 公斤))
MAX. AIRCRAFT GROSS WT. 16000 POUNDS (7257 KG.) (最大飞机全重 16000 磅 (7257 公斤))
 - (h) 当安装了计算机控制灭火剂释放舱门和通风时, 在发动机罩顶端: HYD. FLUID 2.6 GAL. CAP. (2.6 加仑液压油口盖)
 - (i) 驾驶舱门把手上方: OPEN (开)
 - (j) 在驾驶舱门上: EMERGENCY EXIT OPEN (应急出口 开)
 - (k) 在风挡清洗液加注口下方: WINDSHIELD WASHER FILL (风挡清洗液加注口)
 - (l) 在料箱冲洗加注口下方: HOPPER RINSE TANK FILL (料箱冲洗水箱加注口)
 - 3.在驾驶员完全可以看到的地方
 - (a) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 168 MPH. MAX FLAP DOWN SPEED 142 MPH. MAX CROSSWIND VELOCITY LANDING 23 MPH. ALT. LOSS FROM STALL 280 FT. (该飞机必须以限用类并按照飞机飞行手册运行。不得进行包括尾旋在内的特技机动。设计机动速度 168 英里/小时。最大襟翼展态速度 142 英里/小时。着陆最大正侧风 23 英里/小时。失速高度损失 280 英尺。)
 - (b) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT ★ VFR FLIGHT CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. (该飞机的运行限于昼间 (和夜间 ★) 目视飞行规则条件。禁止进入已知结冰条件飞行。)
★只有当飞机安装了可用灯光组件后才可以加上“和夜间”。

- (c) PUSH STICK FORWARD TO UNLOCK TAILWHEEL. * (向前推杆解开尾轮锁。*)
*如果飞机有手动尾轮锁系统, 就无需安装此标牌。
- (d) PARK BRAKE OPERATION: (停留刹车操作:)
ON: DEPRESS PEDALS AND PULL LEVER. (刹车: 踩脚蹬并拉手柄)
OFF: DEPRESS PEDALS. (解除刹车: 踩脚蹬)
- (e) DO NOT OPERATE ENGINE ABOVE 1500 FT-LBS TORQUE ON GROUND RUN UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS (NOTE 4) PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 0°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL. (在地面试车时发动机不得在 1500 英尺-磅以上转矩运转, 否则机尾会抬起。禁止在雷雨附近飞行(注释 4)。当气温在 40°F 以下时, 禁止在可见湿度下飞行。禁止在 0°F 以下飞行。在气温 40°F 以下运行时应使用 PRIST 防冰添加剂。最大运行高度为海平面 12500 英尺。)
- (f) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED. (警告: 在发动机停止工作时, 不要将油门杆移动到反推位, 否则发动机控制组件会受损。)
- (g) DO NOT OPERATE PUMP ABOVE 160 MPH. (在速度大于 160 英里/小时时, 不得对泵进行操作。)
- (h) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT. (警告: 除非飞机上有特殊防火措施, 否则禁止喷洒硫磺。)
- (i) 警告灯指示牌, 包括: LOW FUEL, FUEL FILTER, CHIP DETECT, AIR FILTER, BETA 状态螺旋桨, GENERATOR OUT(低燃油, 燃油滤, 金属屑检测, 空气滤, PROP IN BETA, 失去发电机。) when installed, RINSE PUMP. (若安装, 清洗泵)
- (j) 在空速表旁标注: MANEUVERING SPEED 168 MPH IAS. (机动速度 168 英里/小时指示空速。)
- (k) 在罗盘刻度板旁标注: COMPASS CORRECTION WITH RADIOS OFF. (校准罗盘时关掉无线电。)
- (l) 喷杆压力表上标注: BOOM PRESSURE. (喷杆压力。)
- (m) A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET MUST BE WORN WHEN OPERATING THIS AIRCRAFT. (当驾驶此飞机时应戴上经 D.O.T 批准或 MIL-SPEC 的头盔。)
- (n) NO SMOKING (禁止吸烟。)
- (o) 在发动机操纵台上靠近油门杆处: REV (反推(REV))
在止动位: IDLE (慢车(IDLE))
在油门杆上: POWER (功率(POWER))
- (p) 在螺旋桨控制手柄上: P(螺旋桨(P)), 在其操纵行程后端头: F (顺桨(F))
- (q) 在驾驶舱门上: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN KICK OUT WINDOW WITH KNEES OR FEET.(飞行中请勿打开舱门。若在翻倒后舱门未打开, 则用膝盖或脚踢开窗户。)
- (r) 在油门高、低慢车位置: FLIGHT 和 RUN。在起动控制手柄上: S
- (s) WARNING TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUD, FOG, OR HAZE. STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.(警告: 在其它飞机附近滑行或在云、雾、霾中飞行时, 关掉频闪灯。夜间飞行应打开标准航行灯)
- (t) 在地板上应急发动机进气门手柄(若安装)旁: TURN TO UNLOCK. PULL UP FOR EMERGENCY ENGINE INDUCTION SYSTEM(旋转解锁。拉出起动应急发动机进气系统。)
- (u) 在上仪表板顶部绿灯(若安装)下方: FIRE GATE "ARMED"(灭火门“预位”)。
在上仪表板顶部黄灯(若安装)下方: LOW HYDR PRESSURE(液压压力低。)
- (v) 在根据图纸 11615 飞机构型的上仪表板: THIS AIRCRAFT COMPLIES WITH THE REQUIREMENTS OF AIR TRACTOR DRAWING 11615.(此飞机满足 AIR TRACTOR 图纸 11615 的要求。)(见注释 4)
- (w) 在仪表板上: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE MAINTAIN COORDINATED FLIGHT AT ALL TIMES(侧滑转弯期间的失速会导致机头猛烈下俯并导致大的高度损失。飞行中应始终保持协调转弯。)

- (x) 在油门杆前应急释压表支架: E-DUMP PRESSURE - MIN 50 PSI*(E-释压-最小 50PSI*)
*仅适用于带有气动 E-释压的灭火构型
 - (y) 在燃油控制组件超控手柄 (若安装) 顶部: CAUTION FCU OVERRIDE UNLOCK - PUSH FOR POWER(注意 燃油控制组件超控解锁-前推获取功率。)
 - (z) 在仪表板上: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN 1/2 TANK.(避免侧滑转弯, 以防燃油在两个邮箱间移动。当任一油箱没油后发动机都可能会停车。当油量低于 1/2 油箱后应频繁监控每个油箱的油量。)
 - (aa) 对于装有手动尾轮锁系统的飞机, 在尾轮上锁手柄上: TAIL WHEEL(尾轮。)
 - (ab) 对于装有手动尾轮锁系统的飞机, 在飞行员控制台上: TAIL WHEEL UNLOCKED and TAIL WHEEL LOCKED and CAUTION: DO NOT UNLOCK TAIL WHEEL IN FLIGHT.(尾轮解锁、尾轮上锁和注意: 飞行中勿解锁尾轮。)
 - (ac) 驾驶舱地板支架: PULL FOR HEAT (拉出加热)
 - (ad) 在尾轮叉顶部 (如果安装了拖臂): UNLOCK TAILWHEEL LOCK LEVER IN COCKPIT BEFORE TOWING AIRCRAFT.(拖动飞机之前应在驾驶舱解锁尾轮锁)
 - (ae) 在灭火瓶上 (仅适用于干粉灭火剂型): DO NOT USE IN FLIGHT. MAY CAUSE TEMPORARY BLINDNESS AND DIFFICULTY BREATHING IF INHALED.(空中勿使用。可能导致暂时失明且吸入可能导致呼吸困难。)
4. 若根据图 52940 安装了辅助机身燃油系统。
- 应安装下列指示牌:
- (a) 在驾驶舱地板支架上: EMERGENCY FUEL SHUTOFF RAISE COVER(应急燃油关断, 打开盖板。)在盖板下方: LEFT TANK-TURN TO UNLOCK-PULL TO OFF and RIGHT TANK -TURN TO UNLOCK-PULL TO OFF(左油箱-旋转解锁-拉出切断 和 右油箱-旋转解锁-拉出切断。)
 - (b) 在驾驶舱地板支架上: FUSELAGE FUEL TANK JETTISON RAISE COVER(机身油箱放油打开盖板。)在盖板下方: TURN TO UNLOCK PULL TO JETTISON FUEL. PUSH TO CLOSE(旋转解锁, 拉出放油, 推入关闭。)
 - (c) 在机身油箱加油口盖旁: JET FUEL 362 U.S. GAL. (1370 LITERS) SEE AFM FOR ACCEPTABLE FUELS(燃油 362 美加仑 (1370 升), 请在飞行手册中查看可接受的燃油。)
 - (d) 在前座椅仪表板上: FUSELAGE FUEL TANK VALVE 351 U.S. GAL. (1329 LITERS) TURN TO UNLOCK PULL TO OPEN PUSH TO CLOSE(机身油箱活门 351 美加仑 (1329 升), 旋转解锁, 拉出打开, 推入关闭。)
 - (e) 在前座椅仪表板上: DO NOT PULL FUSELAGE FUEL TANK VALVE TO OPEN UNLESS THE WING FUEL TANKS ARE 1/4 FULL (46 US GALLONS) OR LESS(不要拉出以打开机身油箱活门, 除非机翼油箱油量等于或低于满油箱的 1/4(46 美加仑。))
 - (f) 在前座椅仪表板上: BEFORE ENGINE SHUTDOWN PUSH THE FUSELAGE FUEL VALVE CLOSED(在发动机关车前, 推入以关闭机身油箱活门。)
 - (g) 在加油盖板旁的机身油箱板上: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO EYEBOLT ON FUEL TANK TOP. FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME.(注意, 在为飞机加油前, 将地面连接与油箱顶部螺栓连接。在 40°F 以下运行, 将 MIL-I-27686 或 PHILLIPS PFA-55MB 防冰添加剂混合入燃油中, 防冰添加剂浓度不低于 0.06%或容量高于 0.15%。)
 - (h) 在机身油箱板上: GROUNDING POINT(接地点。)
 - (i) 机身油箱后壁: INSTALL CHECK VALVE WITH ARROW IN THIS DIRECTION.(安装带有此方向箭头的检查活门。)
 - (j) 在前座椅仪表板: LOCKED UNLOCKED LOCKED(上锁 解锁 上锁。)
 - (k) 在前座椅仪表板: FUEL VALVE INDICATORS and L/H MAIN FUEL VALVE CLOSED and R/H MAIN FUEL VALVE CLOSED and FUSELAGE FUEL VALVE OPEN(燃油活门指示器和 左侧主燃油活门关 和 右侧主燃油活门关 和 机身燃油活门开。)
 - (l) 在机翼燃油活门手柄下方: FUEL MAIN 369 GAL and OFF(主油箱 369 加仑 和 关。)
- 不要安装下列指示牌

- (a) 在料箱唇口: FOR AGRICULTURAL PURPOSES: MAX. HOPPER LOAD 8,800 POUNDS [3992 KG.] MAX AIRCRAFT GROSS WT. 16,000 POUNDS [7257 KG.](对于农业用途: 最大料箱装载 8800 磅(3992 公斤), 最大飞机全重 16000 磅(7257 公斤))
- (b) 对于安装了计算机控制灭火门和通风的飞机, 在发动机罩顶端: HYD. FLUID 2.6 GAL. CAP. [9.8L.](液压油 2.6 加仑(9.8 升))
- (c) DO NOT OPERATE PUMP ABOVE 160 MPH [139 KNOTS](当速度大于 160 英里/小时(139 节), 不要对泵进行操作)
- (d) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT(警告: 除非飞机上有特殊防火措施, 否则禁止喷洒硫磺。)
- (e) 在上仪表板顶部绿灯(若安装)下方: FIRE GATE "ARMED"(射击门“预位”)
- (f) 在上仪表板顶部黄灯(若安装)下方: LOW HYDR PRESSURE(液压压力低)
- (g) 在油门杆前应急释压表支架: E-DUMP PRESSURE – MIN 50 PSI*(E-释压-最小 50PSI*)
- (h) 在喷杆压力表上: BOOM PRESSURE(喷杆压力)
- (i) 在料箱清洗冲洗加注口下方: HOPPER RINSE TANK FILL(料箱冲洗水箱加注口)
- (k) 在机翼燃油活门手柄下方: FUEL MAIN 374 GAL and OFF(主燃油 374 加仑并关闭)

Note 2

The following information on placards pertaining to flight and operating limitations must be displayed:

1. On all canopy doors: RESTRICTED.
2. Attached to skin of aircraft:
 - (a) Next to fuel filler caps: FUEL 127 U.S. * GAL. JET A. FUEL TANKS ARE INTERCONNECTED. ALLOW SUFFICIENT TIME FOR FUEL LEVEL TO EQUALIZE BEFORE TOP-OFF OF TANK. NO AEROMATIC FUEL.
* Substitute "153" when optional 153 gallon tanks are installed
* Substitute "189" when optional 189 gallon tanks are installed
 - (b) Next to fuel filler caps: CAUTION BEFORE REFUELING AIRCRAFT CONNECT GROUNDING CONNECTION TO LANDING GEAR TOW RING.
FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY VOLUME.
 - (c) Next to Oil Filler Cap: OIL TANK 10.0 QTS CAP.
 - (d) Next to pitot static buttons: STATIC AIR - KEEP CLEAN.
 - (e) On side of engine air scoop: LEVELING POINT. Planes with nose-mounted ram air engine inlet have placard above left hand gear leg that reads: LEVELING POINT IS TOP OF GEAR LEG 5° TAIL DOWN.
 - (f) On baggage door: 60 POUNDS MAXIMUM BAGGAGE.
 - (g) On top of Hopper Lid: FOR AGRICULTURAL PURPOSES:
MAX. HOPPER LOAD 8800 POUNDS.
MAX. AIRCRAFT GROSS WT. 16000 POUNDS
 - (h) On top of engine cowl when computerized fire bomber gate and vent is installed: HYD. FLUID 2.6 GAL.CAP.
 - (i) Above canopy door handles: OPEN
 - (j) On Canopy doors: EMERGENCY EXIT OPEN
 - (k) Below windshield washer fill: WINDSHIELD WASHER FILL
 - (l) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL
3. In full view of pilot:
 - (a) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 168 MPH. MAX FLAP DOWN SPEED 142 MPH. MAX CROSSWIND VELOCITY LANDING 23 MPH. ALT. LOSS FROM STALL 280 FT.
 - (b) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY AND NIGHT★ VFR FLIGHT CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.
★Delete the words "AND NIGHT" unless aircraft is equipped with operable lighting package.
 - (c) PUSH STICK FORWARD TO UNLOCK TAILWHEEL.*

- *This placard not installed on aircraft having the manual tail wheel lock system.
- (d) PARK BRAKE OPERATION:
ON: DEPRESS PEDALS AND PULL LEVER.
OFF: DEPRESS PEDALS.
 - (e) DO NOT OPERATE ENGINE ABOVE 1500 FT/LBS TORQUE ON GROUND RUN UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 40°F PROHIBITED. FLIGHT BELOW 0°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 40°F. MAXIMUM OPERATIONAL ALTITUDE 12,500 FT. MSL.
 - (f) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.
 - (g) DO NOT OPERATE PUMP ABOVE 160 MPH.
 - (h) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT.
 - (i) Warn light placards: LOW FUEL, FUEL FILTER, CHIP DETECT, AIR FILTER, PROP IN BETA, GENERATOR OUT, when installed, RINSE PUMP.
 - (j) Next to airspeed indicator: MANEUVERING SPEED 168 MPH IAS.
 - (k) Next to compass card: COMPASS CORRECTION WITH RADIOS OFF.
 - (l) On boom pressure gauge: BOOM PRESSURE.
 - (m) A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET MUST BE WORN WHEN OPERATING THIS AIRCRAFT.
 - (n) NO SMOKING
 - (o) On engine control quadrant next to Power Lever: REV
 At the stop detent: IDLE
 On power control Lever: POWER
 - (p) On prop control lever: P and on aft end of travel: F
 - (q) On canopy doors: DO NOT OPEN DOORS IN FLIGHT. IF DOORS WILL NOT OPEN AFTER OVERTURN KICK OUT WINDOW WITH KNEES OR FEET.
 - (r) On engine Control Quadrant at respective HI and LO Idle positions: FLIGHT AND RUN.
 On Start Control Lever: S.
 - (s) WARNING TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUD, FOG, OR HAZE, STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.
 - (t) On floor next to Emergency Engine Induction door lever (If Installed): TURN TO UNLOCK. PULL UP FOR EMERGENCY ENGINE INDUCTION SYSTEM
 - (u) Below green light at top of upper instrument panel (If Installed): FIRE GATE "ARMED". Below yellow caution light at top of upper instrument panel (If Installed): LOW HYDR PRESSURE
 - (v) On upper instrument Panel on aircraft configured per drawing 11615: THIS AIRCRAFT COMPLIES WITH THE REQUIREMENTS OF AIR TRACTOR DRAWING 11615.
 (See Note 4)
 - (w) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE MAINTAIN COORDINATED FLIGHT AT ALL TIMES
 - (x) On the emergency dump pressure gauge bracket forward of the power lever: E-DUMP PRESSURE - MIN 50 PSI*
 *Fire bombing models with pneumatic E-dump systems only
 - (y) On top of FCU Override Lever (if installed): CAUTION FCU OVERRIDE UNLOCK - PUSH FOR POWER
 - (z) On instrument panel: AVOID SKIDDING TURNS WHICH MAY RESULT IN FUEL MIGRATION FROM ONE TANK TO THE OTHER. THE ENGINE MAY QUIT WHEN EITHER TANK BECOMES EMPTY. MONITOR THE FUEL LEVEL IN EACH TANK FREQUENTLY WHEN FUEL LEVEL IS LESS THAN ½ TANK.
 - (aa) On the Tail wheel Lock Lever on aircraft having the manual tail wheel lock system: TAIL WHEEL
 - (ab) On the pilot's console on aircraft having the manual tail wheel lock system: TAIL WHEEL UNLOCKED and TAIL WHEEL LOCKED and CAUTION: DO NOT UNLOCK TAIL WHEEL IN FLIGHT.
 - (ac) On cockpit floor bracket: PULL FOR HEAT

- (ad) On top of tailwheel fork (if tow arm installed): UNLOCK TAILWHEEL LOCK LEVER IN COCKPIT BEFORE TOWING AIRCRAFT.
 - (ae) On fire extinguisher (Dry-chemical type only): DO NOT USE IN FLIGHT. MAY CAUSE TEMPORARY BLINDNESS AND DIFFICULTY BREATHING IF INHALED.
4. If the Auxiliary Fuselage Fuel System is installed per Dwg 52940:
The following placards must be installed:
- (a) On the cockpit floor bracket: EMERGENCY FUEL SHUTOFF RAISE COVER
Underneath cover: LEFT TANK-TURN TO UNLOCK-PULL TO OFF and
RIGHT TANK -TURN TO UNLOCK-PULL TO OFF
 - (b) On cockpit floor bracket: FUSELAGE FUEL TANK JETTISON RAISE COVER and
underneath cover TURN TO UNLOCK PULL TO JETTISON FUEL. PUSH TO
CLOSE
 - (c) Next to filler cap on fuselage fuel tanks: JET FUEL 362 U.S. GAL. (1370 LITERS)
SEE AFM FOR ACCEPTABLE FUELS
 - (d) On front seat instrument panel: FUSELAGE FUEL TANK VALVE 351 U.S. GAL. (1329
LITERS) TURN TO UNLOCK PULL TO OPEN PUSH TO CLOSE
 - (e) On front seat instrument panel: DO NOT PULL FUSELAGE FUEL TANK VALVE TO
OPEN UNLESS THE WING FUEL TANKS ARE ¼ FULL (46 US GALLONS) OR
LESS
 - (f) On front seat instrument panel: BEFORE ENGINE SHUTDOWN PUSH THE
FUSELAGE FUEL VALVE CLOSED
 - (g) On fuselage fuel tank plate next to filler cap: CAUTION BEFORE REFUELING
AIRCRAFT CONNECT GROUNDING CONNECTION TO EYEBOLT ON FUEL
TANK TOP.
FOR OPERATION BELOW 40°F ANTI-ICING ADDITIVE PER MIL-I-27686 OR
PHILLIPS PFA-55MB MUST BE BLENDED INTO THE AIRCRAFT FUEL IN
CONCENTRATIONS NOT LESS THAN 0.06% OR MORE THAN 0.15% BY
VOLUME.
 - (h) On fuselage fuel tank plate: GROUNDING POINT
 - (i) On aft wall of fuselage fuel tank: INSTALL CHECK VALVE WITH ARROW IN THIS
DIRECTION.
 - (j) On front seat instrument panel: LOCKED UNLOCKED LOCKED
 - (k) On front seat instrument panel: FUEL VALVE INDICATORS and L/H MAIN FUEL
VALVE CLOSED and R/H MAIN FUEL VALVE CLOSED and FUSELAGE FUEL
VALVE OPEN
 - (l) Under wing fuel valve handle: FUEL MAIN 369 GAL and OFF
- Do not install the following placards:
- (a) On hopper lid: FOR AGRICULTURAL PURPOSES: MAX. HOPPER LOAD 8,800
POUNDS [3992 KG.] MAX AIRCRAFT GROSS WT. 16,000 POUNDS [7257 KG.]
 - (b) On top of engine cowl when computerized firebomber gate and vent is installed: HYD.
FLUID 2.6 GAL. CAP. [9.8L.]
 - (c) DO NOT OPERATE PUMP ABOVE 160 MPH [139 KNOTS]
 - (d) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE
PREVENTION MEASURES ARE INCORPORATED IN AIRCRAFT
 - (e) Below green light at top of upper instrument panel (If Installed): FIRE GATE “ARMED”
 - (f) Below yellow caution light at top of upper instrument panel (If Installed): LOW HYDR
PRESSURE
 - (g) On the emergency dump pressure gauge bracket forward of the power lever: E-DUMP
PRESSURE – MIN 50 PSI*
 - (h) On boom pressure gauge: BOOM PRESSURE
 - (i) Below Hopper Rinse Fill: HOPPER RINSE TANK FILL
 - (j) Under wing fuel valve handle: FUEL MAIN 374 GAL and OFF

注释 3
NOTE 3

时寿件列于维修手册中。
Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual

注释 4
NOTE 4

若根据图纸 11615 做了闪电防护改装, 标牌“禁止在雷雨区附近飞行”可删除。
The placard “FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED” may be deleted when
Lightning-Safe modifications have been incorporated in accordance with drawing 11615.

- 注释 5 对于序列号 802-0078 之前的装有 PT6A-67AG 发动机、进行过件号 50821-32 侧向力发动机吊架改装的 AT-802 飞机，则必须使用 Hartzell 公司件号 HC-B5MA-3D/M11276NS 型螺旋桨。
- NOTE 5 AT-802 aircraft prior to s/n 802-0078 with PT6A-67AG engines installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.
- 注释 6 对于序列号 802-4001 及之后飞机的机翼和机身结构都为今后改装作了预留。
- NOTE 6 Aircraft s/n 802-4001 and subsequent have wings and fuselage frames that are configured for planned future modifications.